monthly report

February 11, 1964

NEW JERSEY STATE HIGHWAY DEPARTMENT

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NJDOT RESEARCH LIBRARY

ENGINEERING COMPUTER BUREAU

This Bureau is continuing to prepare programs for the IBM 1620 computer which result in considerable time savings. During January, a computer program was prepared for working out the average weighted price sheets used by our engineers in calculating the estimated cost of construction projects. This computer program saves approximately 2 man months. Total time required for preparation of the price index, using the computer, was three days plus approximately a week of printing and collation time.

As a by-product, the Bureau developed an averaged weighted price list for use in preparation of the cost estimate of completing the Interstate System which must be turned in to the Bureau of Public Roads this summer.

As an example of the normal flow of work through this Bureau, it processed 700 horizontal alignment design problems during the month.

BUREAU OF DATA PROCESSING

This Bureau, utilizing the IBM 1401 computer, functions for the administrative side of the Department in much the same way as the Engineering Computer Bureau functions for the construction side. Approximately 100 different programs have been developed for use on the 1401 computer. As a result, the Department is now

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BUREAU OF DATA PROCESSING, cont'd.

in a position to obtain information never before available on a timely basis. For example, we now have a complete inventory run off.

OPEN HOUSE

In order that Highway Department employees might become fully acquainted with the operations and value of both the Engineering Computer Bureau and the Bureau of Data Processing, a joint open house was held this month. Over a two-day period, 650 employees toured both Bureaus in groups of 25. They were shown the complete computer installation, had the nature of the computer programs explained to them, and were shown a film entitled "What is Electronic Data Processing?".

TRAINING

A new refresher course in soils testing for field engineers assigned to the Soils Bureau was started this month. Two men from each of the three construction districts are being trained each week. This has resulted in very close relations between student and instructor. The course will be repeated each week for five weeks so that all of the men working in professional categories may take advantage of it.

Only those tests are being performed which generally cannot be performed in the field, due to the complexity of equipment.

Phase 2: Data Processing, cont'd.

In a position to obtain information never before available on a steady basis. For example, he can have a complete inventory on hand.

Phase 3: Use

In order that military personnel employed within Army Logistics understand with the operations and value of both the Logistics Computer System and the System of Data Processing, a Data Base Manager was built into models. Over a two-day period, 300 employees toured with Bureau in groups of 15. They were given the complete computer installation, and the manner of the computer programs explained to them, and were shown a film entitled "What is Electronic Data Processing?"

Problems

A new technique arose in which training for field engineers assigned to the Public Works was started into media. In the form of a book of ten series consisting of exercise are being tested and used. This has resulted in very close relations between student and instructor. The course will be repeated also and is also ready to test all of the new material in a functional manner that take advantage of it.

Only those parts are being performed which generally cannot be performed in the field, due to the complexity of movements.

TRAINING, cont'd.

Although these men are not called upon to perform these particular tests in the field, their understanding of soils characteristic and design is greatly increased.

It is felt that this experience will prove invaluable to the Department in providing better qualified personnel and to the men themselves in that they will be better prepared for examinations.

At the same time, a training program for new laboratory employees was started, focusing on instructing field personnel in the use of laboratory testing equipment.

RIGHT OF WAY ACQUISITION

A total of 307 condemnation complaints was filed during calendar 1963. An additional 44 complaints were filed during January. Based on these figures, the Highway Department will file 500 condemnation complaints during 1964, a figure which agrees with the forecast of the Right of Way Division.

This again raises the problem not only of additional deputies attorney general but of the need for more deputies to handle the potentially increased number of cases, let alone the present backlog.

MOTOR VEHICLE REGISTRATIONS

In line with the Highway Department's continuing responsibility to the Federal Bureau of Public Roads, our Bureau of Planning

[illegible], [illegible]

Although these can are not called upon in perform these particular tasks in the field, their understanding of soils characteristics and design is greatly increased.

It is felt that this experience will prove invaluable in the development in providing better qualified personnel and in the one character in that they will be better prepared for assignments.

At the same time, a training program for our laboratory employees was started. Attending on instructing field personnel in the use of laboratory testing equipment.

[illegible] OF [illegible] [illegible]

A total of 30 [illegible] compactors were filled during calendar 1963. Of additional 12 compactors were filled during January. Based on these figures, the [illegible] Department will be for compaction compactors during 1964, a figure which exceeds also the forecast of the Bureau of Air Operations.

This [illegible] reflect the position not only of additional departmental [illegible] but of the need for more [illegible] to handle the [illegible] increased number of [illegible], but also the [illegible] building.

[illegible] [illegible]

In line with the Highway Department's [illegible] [illegible] in the Federal Bureau of Public Roads, the Bureau of Planning

MOTOR VEHICLE REGISTRATIONS, cont'd.

has reported on the motor vehicle registrations issued during calendar 1963.

These amount to a total of 2,842,008 registrations issued, of which 2, 438,339 were for passenger motor vehicles.

The largest number of registrations, 433,518, were issued in March. The only months in which less than 200,000 registrations were issued were September, November and December.

It is interesting to note that slightly less than 16,000 passenger registrations were issued to governmental units, and slightly more than 20,000 commercial registrations were issued to governmental units. Of the passenger registrations issued to governmental units, slightly more than 3,000 were classified as "straight plates (issued no fee confidential purpose)".

PUBLIC INFORMATION

As the variety and scope of the Highway Department's activities, particularly in the construction program, have expanded, the function of public information has likewise grown as a natural consequence. One has only to read the volume of daily correspondence from the public to recognize the intense interest displayed by the citizens of New Jersey in the activities of the Highway Department. Many problems are brought to the Department's attention in this manner.

MOTOR VEHICLE REGISTRATIONS, MONTHLY

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These amount to a total of 2,[illegible],000 registrations issued, of which 2,[illegible],339 were for passenger motor vehicles.

The largest number of registrations, [illegible],510, were issued in March. The only months in which less than 200,000 registrations were issued were September, November and December.

In all instances in which activity less than 16,000 passenger registrations were issued in provincial units, and activity more than 50,000 commercial registrations were issued in provincial units. Of the passenger registrations issued in provincial units, activity more than 2,000 were classified as "stations plates (issued on the conditional program)".

PUBLIC INFORMATION

As the variety and scope of the Highway Department's activities, particularly in the construction program, have expanded, the function of public information has diminished from as a personal management. One has only to read the volume of daily newspapers to see the public be receiving the intense interest displayed by the citizens of New Jersey in the activities of the Highway Department. Many problems are brought to the Department's attention in this manner.

PUBLIC INFORMATION, cont'd.

There is, of course, a distinction between "public information" and "public relations". The mission of the Highway Department's Bureau of Public Information is specified in its title -- in no way does it function as "press agent" for the Department, rather is it concerned with supplying to the public the facts on the questions which they present as well as the facts on those activities presently in the planning stage which will affect the public in the future.

The following resume of one month's activities by the Bureau of Public Information is presented as typifying the type of work it does:

N. J. Banker's Association

Correspondence initiated during the latter part of 1963 culminated early this month in an agreement with the Association whereby its member banks would be offered a limited quantity of the Department's "Year 'Round Driving Hints" brochure on safe driving for free distribution to bank customers. The Association tendered the offer through one of its bulletins and member banks interested responded directly to this Bureau. Before the end of the month, we had received requests from 184 bank locations throughout the State for a total of 135,247 booklets.

PUBLIC INFORMATION, cont'd.

At the time the agreement with the Banker's Association was made this Bureau had approximately 35,000 of the booklets on hand. The offer to the Association was made in the quantity of 30,000. Rather than attempt to proportionately scale down the requests, the decision was made to revise the format and produce a special small folder which would consume less in time and production costs while retaining all of the elements in the booklet. Production of the new folders was initiated in two lots of 50,000 each in order that the reproduction section of the Bureau of Office Services could make two separate runs with a break in the middle to accommodate other printing jobs.

A distribution plan was originated whereby all banks in the same area would receive folders at approximately the same time. In this way we were able to make immediate distribution to all requesting banks south of an imaginary line between Trenton and Toms River. The volume in this area nearly equaled the total amount that we had on hand. As the new lots are completed, distribution will be carried out. It is believed that the special effort made on our part to honor the total request is justified for the purpose of opening a new distribution outlet that has hitherto not been available or utilized for improving driver safety education.

PUBLIC INFORMATION, cont'd.

Status of the Interstate System Report

For a considerable period of time this Bureau has been attempting to establish format for and produce a simple report showing the status of each of the Interstate routes as to portions open to traffic, under construction, under final engineering, or in preliminary engineering status. The stalemate in production of such a report was due mainly to questions as to the amount of detail that should be contained, graphics, and the availability of figures that were substantially in agreement with other reports being issued periodically by other sections of the Department and the U.S. Bureau of Public Roads. In an effort to break this deadlock an arbitrary format was set by this Bureau, no graphics were included, and all figures were checked out closely with original tabulations furnished to the U.S. Bureau of Public Roads. The end result was the limited production of a report of the status of the Interstate System in New Jersey.

Although no distribution of this report is intended at this time, it is hoped that all decisions as to future format can be resolved before March 1 in time for large scale reproduction of a fairly inexpensive report that could be circulated on a large scale well in advance of the regular quarterly reports that are issued by the U.S. Bureau of Public Roads and have in the past appeared to be somewhat confusing to the local press.

In order to expedite the gathering of the necessary statistics on each quarter, this Bureau has been in contact with the engineering computer section and it is planned that a computer program will be originated before March 1. The basic figures to be utilized in the computer program would be the same as furnished to the U.S. Bureau of Public Roads. The resulting statistics, although presented in different form, would therefore be in complete agreement with the Federal reports.

PUBLIC INFORMATION, cont'd.

General Services

Miscellaneous general services of the Bureau during the month included meeting with the supervising engineer with the Roads Construction Bureau and arriving at a standard format for that Bureau's use in the preparation of annual reports by each of its construction districts. In the past there was considerable variation in the manner in which each district reported. This was ironed out somewhat last year, but final standardization as well as the inclusion of other features was desirable.

The Bureau cooperated with the Middlesex County Planning Board in a project it had undertaken to determine the availability and future outlook for borrow excavation material in the vicinity of Jamesburg. The Bureau assisted in this project by permitting a Planning Board employee to extract information from Departmental records in possession of this Bureau at the Bureau's offices. This was done over a period of three days.

Preliminary discussions during the month were held with representatives of the General Drafting Corporation who have for the past several years prepared the State Highway Department's Official Map and Guide. Design of the cover for the 1964 map had been previously approved by Commissioner Dwight R. G. Palmer. It was estimated by the General Drafting Corporation representative that approximately 18 weeks would be required for the production of the map after a contract had been entered into as the result of bidding through the State Department of the Treasury, Division of State Purchase.

PUBLIC INFORMATION, cont'd.

Discussions with a representative of the Newark Museum concerning the availability of material for a proposed Tercentenary exhibition were held early in the month. The Museum is particularly interested in obtaining the use of a model, a selection of photographs that would typify past and present highways, old route markers, and such other items as we might be able to loan them for approximately three months. The Museum's representative reviewed our photographic files and selected eight photographs that he felt would be of possible use. Subsequently, the Bureau has located two old signs that could be made avialable to the Museum, and will make arrangements for furnishing a model for the exhibit.

Community Relations

Special assignments during the month included meeting with officials of the Gouldtown School near Bridgeton in Salem County on January 22. Purpose of the meeting was to determine conditions concerning safety of school children. A report on this meeting was submitted to Commissioner Palmer.

A representative of the Bureau was also delegated to attend the premiere showing of a new movie film depicting the history of New Jersey. The film, prepared for the Humble Oil Company, was shown to a selected group of State and industrial leaders.

PUBLIC INFORMATION, cont'd.

Public speaking engagements filled during the month included:

(1) The Cromwell Hills Civic Association, Morris County, general remarks and specifics concerning Route 24 Freeway in their area. About 100 in attendance.

(2) Morristown Chamber of Commerce, general address plus questions and answers concerning Interstate Route 287. Approximately 65 attended and it was noted that the meeting was one of the largest in the Chamber's history.

(3) New Jersey Bell Telephone Safety meeting held in Freehold. General address. About 50 attended.

(4) Orange-West Orange Kiwanis Club in Orange, Essex County, general address plus specifics concerning Interstate Route 280. About 35 attended.

(5) Cedar Grove Rotary Club, Cedar Grove, Essex County. General address. About 50 attended.

Miscellaneous community relations activities included preparation of a complete review of Highway Department construction present and future within Morris County prepared for the Commissioner; preparation of two Right-of-Way Acquisition activities stories concerning (1) Interstate Route 78 and (2) Route38-Mapleshade Circle area. Also preparation of three news announcements concerning proposed sale of surplus buildings and a report on historic sites which have been preserved through Departmental action. This report was furnished to the Commissioner.

Construction Activities

During the month 24 news releases concerned with current and proposed construction activities of the Department were prepared and issued. Three of these were concerned with public hearings scheduled; six with regard to advertisement of projects for bid; nine on bids received by the Department at public bid sessions; one concerned completion of a project; and five dealt with traffic conditions as a result of work underway on the State Highway System.

PUBLIC INFORMATION, cont'd.

This was of course in addition to daily responses to telephone inquiries from various newspapers and individuals throughout the State concerning construction activities of the Department.

Models and Exhibits

Over a period of several years a problem of increasingly greater proportions has been the storing and availability of engineering exhibits primarily in the form of hugh aerial photographs with overlays, which were used in the explanation of proposed projects by our engineers at public hearings. During the month all questions of responsibility for storing and producing these exhibits upon request after their original use was placed with this section of the Bureau. As aid to our carrying out this function, the Roads Division has loaned, on a permanent basis, an engineering aide and through negotiations with the Equipment Bureau of the Division of Maintenance and Operations space has been made avialable in Building #8 in the Fernwood area for storage of these exhibits. At the present time construction of adequate racks is underway within Building #8 and during next month it is expected that a full system will be set up for organizing and handling these exhibits efficiently.

The major model now under production in our shop concerns the interchange proposals for Route 78 in the vicinity of the Newark Airport.

PUBLIC INFORMATION, cont'd.

An experimental side project undertaken during the month concerns exploring the possibility of reproducing a three-foot bas-relief State shield for possible use in future highway department exhibits and in departmental offices throughout the State. The basic shield has been located in the lobby of the department since construction of the Highway Department Building. It was removed in order to accommodate refinishing operations in the lobby. During this period, a rubber mold was made and an experimental shield has been cast in reinforced plaster. There is every indication that this Bureau will have no difficulty in reproducing additional State Seals at practically no cost from the mold that we have made. It is our understanding that where such shields are included in the construction of bridges, their cost approximates $1,000 each. Of course, they are cast of a different basic material and have a porcelainized baked-on finish. However, the mold does offer some possibilities along this line which will be explored further.

Photography

The principal activities in this area of the Bureau's operations were of a service nature in furnishing and operating its visual aid equipment as well as photographic processing of ten rolls of film and furnishing 646 prints and 66 re-prints of photographs.

Photographic print services were furnished to the Maintenance Division (78 prints); Planning and Traffic Division (12 prints); Claims Bureau (8 prints); Bridge Division (36 prints); Right of Way Division (146 prints); Roads Construction Bureau (36 prints); and Miscellaneous prints within the Bureau for its purposes in meeting requests made directly to the Bureau (94 prints). In addition 300, 2-1/4 by 2-1/4 file prints were produced for up-dating the Bureau's photographic files.

PUBLIC INFORMATION, cont'd.

Use of the Bureau's visual aide equipment was required in 31 instances during the month. The 35mm slide projector was used on 13 occasions, the 16mm movie projector on 14 occasions, and the overhead projector on 4 occasions. Activities requiring use of this equipment included landscaping, the State Highway Engineer's office, the Bureau's Community Relations program, laboratory, Division of Railroad Transportation, Personnel Division, and the Data Processing Unit.

Principal field trips were made during the month for the purpose of building up a color transparency slide file on commuter services across the Hudson River and to photograph a particular condition occurring within one of our construction projects that the Roads Construction Bureau wished for its records.

Work is being continued on re-organization and modernization of the Department's photo files and 100 back items were added to the new file during the month. Some consideration is being given at this time to the possibility of utilizing IBM card and card sorting applications for the purpose of cross-referencing our file negatives in the future. Any outcome that appears to be feasible for incorporation in our present system will be reported in subsequent monthly reports.

Radio

As the direct result of a series of field visits that are now in progress, two new stations (WKMB of Camden and WNNJ of Newton) were added to the list of stations now receiving and using our radio broadcast programs.

PUBLIC INFORMATION, cont'd.

This makes a total of 26 stations which now carry "Spotlight on Highways". Visits during the month were made to stations Trenton, Princeton, Asbury Park, Eatontown, Long Branch, Washington, Newton, Morristown, Burlington, and Camden for the purpose of obtaining their reaction on programs furnished to them thus far and their policies with regard to our programs in the future. The results were quite heartening and on an overall basis our program appears to be well received. A complete report in detail will be rendered upon completion of the survey, which is expected during February.

At the present time we are having the scripts of all previously recorded programs reproduced for the purpose of furnishing them to all other State Highway Departments in the United States. Completion of this project will depend entirely upon the time element involved in the reproduction processes being undertaken by the Bureau of Office Services.

In addition to preparing a backlog of material for future programs, participating in three recording sessions during the month and formulating two complete additional scripts, six news releases concerning traffic signal installations and speed zoning changes were published.

Maps and Visual Aids

Principal projects in this area of the Bureau's activities included the preparation of a dummy version of a proposed 1964 Official State Highway Map and Guide for the Commissioner's approval, preparation of a letterhead for use of our Radio Section in the publication of radio scripts,

PUBLIC INFORMATION, cont'd.

and preparation of a map for the Commissioner showing both State Highways and operating railroads in New Jersey, as well as producing a special map showing the relationship of the Route 22 and 78 interchange in Springfield to local facilities for the Commissioner.

Miscellaneous

A total of 873 news articles appearing in New Jersey daily newspapers during the month of January were clipped and forwarded to the Commissioner. The total number included clippings that had a direct relationship to the Department, the Port of New York Authority, Jetport activities, and other items of general interest.

MEETINGS

In addition to the routine staff and other meetings, the following are a few of the meetings held during the month:

Jan. 9 - Meeting with Senator Dumont to discuss disposition of the Herrick Funds in Warren County.

Meeting with accounting consultants, Peat, Marwick and Mitchell, to discuss progress of their work for the Highway Department.

Meeting with officials of the New Jersey Highway Authority to discuss connections between Route U.S. 9 and the Garden State Parkway.

Jan. 14 - Attended annual service for the Chief Executive and members of the new Legislature.

Attended Governor's annual address to the Legislature.

Met with various members of the Legislature.

Jan. 16 - Meeting with Mayor DeMuro of Paterson regarding the Route 21 Freeway.

Jan. 17 - Meeting to discuss the proposed merger of the Pennsylvania and New York Central Railroads.

Jan. 18 - Meeting with Governor Hughes, Governor Rockefeller, and officials of the Port of New York Authority in New York to discuss the World Trade Center.

MEETINGS, cont'd.

Jan. 21 - Meeting with Mayor and Council of Lincoln Park to discuss highway problems in that community.

Jan. 22 - Meeting in New York with Robert Moses and members of the Meadowland Committee.

Jan. 23 - Meeting with the Mayor of Fair Lawn to discuss improvements on Route 4.

Jan. 24 - Meeting with Mr. Reiker of Fidelity Union Trust to discuss acquisition of their property in East Orange.

Meeting in Governor's Office to discuss proposed Pennsylvania-New York Central merger.

Meeting with former Attorney General David T. Wilentz and officials of Perth Amboy and Woodbridge to discuss alignment of Route 440 Freeway.

Jan. 28 - Meeting with officials of the Public Utility Commission to discuss transit plans for Bayonne.

Jan. 29 - Meeting with Mr. S. Wescott Toole at the offices of the Prudential Insurance Company in Newark to discuss Interstate Route 78 and Route 75.

Appearance before Meadowland Committee at Newark.

MEETINGS, cont'd.

Jan. 30 - Meeting with the County Engineer of Somerset County to discuss various secondary roads in that county.

Meeting with Assemblyman Crabiel to discuss Route 18 in Middlesex County.

Meeting with Senator Stout to discuss Highway Department problems.

Jan. 31 - Meeting with Mr. Frank Adams, editorial writer of the New York Times.

Feb. 3 - Meeting with Senator Sarcone and Essex County Assembly delegation to discuss design of Interstate Route 280 in West Orange.

Feb. 4 - Meeting with former Attorney General Wilentz at Perth Amboy to discuss alignment of the Route 440 Freeway.

Meeting with PUC President Hyland in the Governor's Office to discuss transit problems in Bayonne.

Feb. 5 - Meeting in New York City with members of the New York and New Jersey Legislatures to discuss Tri-State Transportation Committee.

Feb. 6 - Trip to Washington, D. C. for annual State Chamber of Commerce meeting.

MEETINGS, cont'd.

Feb. 7 - Various conversations with Mr. Frederick Gassert, Sr. regarding the design of Interstate Route 280 in West Orange.

Various conferences with George Williams of the Bureau of Public Roads regarding the same subject.

Meeting with Reverend Bailey and trustees of the East Orange Baptist Church regarding alignment and design of Interstate Route 280.

Meeting with management consultants Booz, Allen and Hamilton to discuss progress of their work for the Department.

Feb. 8 - Appearance before annual convention of the New Jersey Home Builders Association.

Feb. 10 - Various conversations with Mr. Frederick Gassert, Sr. regarding the design of Interstate Route 280 in West Orange.

Various conferences with George Williams of the Bureau of Public Roads regarding the same subject.

Feb. 11 - Meeting with Senator Sandman to discuss bridges in Cape May County.

MAP REQUESTS

Date	Name and Address	Quantity
1/15/64	Miss Rieker McGuire Family Services McGuire Air Force Base	500
1/15/64	Grand Forks Chamber of Commerce North Dakota	50
1/15/64	Debra Parkhurst DeLong School Taconia 5, Washington	30
1/15/64	Iron River Chamber of Commerce, Mich.	50
1/15/64	Texas Highway Dept. Tourist Bureau	50
1/15/64	Laura M. Reed 129 Chestnut St. Montclair, N.J.	30
1/15/64	Jamestown Chamber of Commerce North Dakota	25
1/15/64	Marshall Chamber of Commerce, Missouri	50
1/15/64	N.J. State Volunteer Firemen's Association Lindenwood, N.J.	30
1/16/64	Garden City Chamber of Commerce, Kansas	25
1/16/64	Bridge Travel Bureau Palmyra, N.J.	200
1/17/64	National Campers & Hikers Assn. Dover, N.J.	60
1/20/64	Dept. of Public Information Tourist and Travel Div. Frankfort, Kentucky	25
1/21/64	Florida State Road Dept. Tallahassee, Florida	25
1/22/64	East Carolina College Greenville, North Carolina	40

MAP REQUESTS

Date	Name and Address	Quantity
1/22/64	Rogers Chamber of Commerce Arkansas	25
1/27/64	Iowa State Highway Commission Ames, Iowa	25
1/27/64	Mrs. Virginia F. Colby Neshuane School Montclair, N.J.	26
1/28/64	Monroeville Elementary School Monroeville, N.J.	30
1/29/64	Ocean County Bur. of Pub. Relations Toms River, N.J.	50
1/30/64	Bartlesville Chamber of Commerce, Okla.	25
1/30/64	Urban J. Zentgraf, Major, AGC Headquarters Fort Monmouth, N.J.	100
1/31/64	State of Tennessee Dept. of Highways Nashville, Tenn.	25
2/3/64	Roger Smith Hotel New Brunswick, N.J.	100
2/4/64	Watertown Chamber of Commerce South Dakota	25
2/4/64	Kentucky Automobile Assn., Inc. Louisville, Kentucky	25
2/6/64	ARC Realty Blue Anchor, N.J.	25
2/6/64	Ironwood Chamber of Commerce, Mich.	25
2/10/64	Oakland St. School Red Bank, N.J.	30
2/11/64	Highway Information Center Parsippany-Troy Hills, N.J.	200
1/15/64-2/11/64	Individual Requests	809
	TOTAL	2,735

BIDS TO BE RECEIVED

Feb. 13 - Berkshire Valley Road-Oak Ridge Road
Jefferson Township
Morris County.

Feb. 20 - Route 38 - Route 70
Drainage Improvements
Cherry Hill, Camden County.

Feb. 20 - Painted Traffic Lines
Contract #1

Feb. 20 - Painted Traffic Lines
Contract #2

Feb. 20 - Painted Traffic Lines
Contract #3

Feb. 20 - Underground Structures for Traffic
Signal Systems - Various Intersections.
Contract #1.

Feb. 27 - Route 27 Resurfacing
Elizabeth, Union County.

CONTRACTS AWARDED

Jan. 17 -	Interstate Route 287 - Sec. 2E and 3D Electrical Installations Middlesex County. Lightning Electric Co., Millburn	$165,204.60
Jan. 17 -	Interstate Route 287 - Sec. 3E Electrical Installations Middlesex County. Lightning Electric Co., Millburn	285,341.05
Jan. 27 -	Route 35 Intersection Revisions Dover Township and Seaside Heights Ocean County. Harris Bros., Belmar.	43,984.50
Jan. 28 -	Route 46 Widening Mt. Olive Township, Morris County. Samuel Braen Construction Co., Wyckoff	1,248,496.98
Jan. 29 -	Washington Avenue Reconstruction Green Brook Township, Somerset County. C. H. Winans Co., Roselle.	192,471.62
Feb. 3 -	Route 29 Freeway Electrical Contract #1 Trenton, Mercer County. N. J. Electric Company, Trenton.	38,319.74
Feb. 7 -	Route U.S. 9 Resurfacing, Dualization and Bridges Townships of Manalapan and Freehold Monmouth County. Carlone Construction Co., Chatham	1,197,791.79
	Total Contracts Awarded	$ 3,171,610.28

BIDS RECEIVED

Jan. 16 -	Route 35 Intersection Revisions Dover Township and Seaside Heights Ocean County. Harris Bros., Belmar	$43,984.50
Jan. 16 -	Route 46 Widening Mt. Olive Township, Morris County. Samuel Braen Construction Co., Wyckoff	1,248,496.98
Jan. 16 -	Washington Avenue Reconstruction Green Brook Township, Somerset County. C. H. Winans Co., Roselle	192,471.62
Jan. 16 -	Route 29 Freeway Electrical Contract #1 Trenton, Mercer County. N.J. Electric Company, Trenton	38,319.74
Jan. 23 -	Route U.S. 9 Resurfacing, Dualization and Bridges Townships of Manalapan and Freehold Monmouth County. Carlone Construction Co., Chatham	1,197,791.79
Jan. 23 -	Interstate Route 80 Grading, Paving, Viaduct, Walls and Bridges. Paterson, Passaic County. Schiavone Construction Co., Secaucus	5,971,496.00
Feb. 6 -	Interstate Route 280 Drainage Tunnel Orange, E. Orange, Newark, Essex County. LaFera Contracting Co., Newark; C. Salvatore and Sons, Orange; Square Construction Co., Baltimore, Md. (Jt. Venture)	9,689,825.00

BIDS RECEIVED, contd.

Feb. 6 -	Interstate Route 80 Permanent Signs Lodi, Teterboro, Hasbrouck Heights, Hackensack; South Hackensack Township, Bergen County. Pfaff and Kendall, Newark.	$212,586.35
Feb. 6 -	Route 70 Widening, Resurfacing, Bridges and Interchange at Cuthbert Boulevard. Townships of Pennsauken and Cherry Hill Camden County. South Jersey Construction Co., Riverside	1,636,118.96
	Total Bids Received -	$20,231,090.94

THE NEW JERSEY HIGHWAY PROGRAM

by
Dwight R. G. Palmer
State Highway Commissioner

New Jersey State Home Builders Association
1964 Annual Convention
Atlantic City, New Jersey
February 8, 1964

President Barba, Mr. Wright, Friends:

First of all, allow me to express my sincere appreciation at being privileged to appear before such a large and influential group to discuss the transportation problems of our State. We in the Highway Department have long recognized the interdependence of our efforts with those of private enterprise, and the importance of both to the economy of New Jersey.

All of us here know that the location of new residential development depends to a large extent upon the available transportation facilities. We also realize that successful residential development creates a new demand for all manner of services, including more and better transportation. Our interests go together, hand in hand, and so it is appropriate that we meet together and discuss the movement of people and of goods.

The first Annual Highway Construction Program which I was privileged to present to then Governor Robert B. Meyner on August 25, 1954, called for the expenditure of $25,550,000, with a little more than one-third of this to be provided by the Federal Government.

Our most recent Construction Program, submitted to Governor Richard J. Hughes July 26, 1963, called for a total expenditure of some $204 million,

with the Federal Government supplying slightly more than three-fourths of it. These figures illustrate the growth of our effort in the past decade, but the change in the transportation planning behind the dollar sign is even greater.

You folks are in a position to see at first hand the intensely congested urban nature of New Jersey as a State, and the tremendous competition for "living space" in and around our metropolitan centers. Only the other day, while discussing alignment of a new highway through one of our older cities, we were told there were virtually no building lots available within the entire municipality, except those which might be required for the highway.

The fact that we must destroy homes and businesses to put a highway anywhere in northeastern New Jersey, creates a problem requiring more complex solutions than perhaps in any other urban area of the Nation.

However, much more than the mere destruction of existing homes and businesses is involved. One feels the real impact when the dislocation of people these massive projects demand is considered. One of our highways which must go under construction in the comparatively near future will require the relocation of hundreds of residents of a relatively small area. This is not only a problem for us, but also poses monumental questions for local government.

And the effect upon your industry is obvious.

Every new highway is eagerly desired by all -- right up until we draw a line on a map. Then it is angrily rejected by all who live or work in the area absorbed by the line. Our only course of action is careful study, painstaking analysis and patient explanation.

In the past this was based, to a large extent, only upon the transportation needs of the area. The Highway Programs of the late 40's and early 50's focused almost entirely upon piecemeal improvement of the existing road network so that actually inadequate highways could carry heavier volumes of traffic to the existing population and commercial centers.

Beginning in 1954, we commenced construction of the magnificent new Interstate Routes. These superhighways will of course relieve much of the crushing traffic burden on our older routes. Contrary to popular belief, the greater proportion of traffic on the Interstate Routes will be local, taking the high speed and heavy truck traffic away from local streets and thus easing local maintenance costs. At about the same time we also began working in earnest (within the limits of our resources) upon a new system of non-interstate freeways, which even now has been too much delayed by lack of money.

All of these will play a vital role in developing many areas of the State.

Far more than is generally known, we acted under the concept now embodied in the Federal Highway Law -- that all new highways in urban areas should be based on comprehensive, coordinated, continuing planning.

There's more than a little misinformation regarding the need for this kind of preparation floating about, so let me give you some background:

Almost two years ago the Administrator of the Federal Housing and Home Finance Agency and the U.S. Secretary of Commerce signed a joint letter to the President, setting forth the basic philosophy for what is now the law of the land. As they said then, "transportation is one of the key factors in shaping our cities....Federal Aid for urban transportation facilities should be made available only when urban communities have prepared or are actively preparing up-to-date general plans for the entire urban area which relate transportation plans to land-use and development plans."

They noted that one of the major objectives of any good urban transportation policy is the achievement of "sound land-use patterns".

I am certain all of you are familiar enough with modern planning techniques to realize this means the Highway Departments of the Nation, in close cooperation with other State and local government agencies, must undertake: first, to collect a vast amount of raw data; second, to analyze it in detail from several points of view; and third, to provide a comprehensive transportation plan keyed to the future development of the entire urban area involved in any particular study.

As far as New Jersey is concerned, almost the entire State is now involved in this type of planning. In the southern metropolitan area, we have had the Penn-Jersey study in operation for the past four years, covering in our State the counties of Burlington, Camden, Gloucester and Mercer.

In the northern metropolitan area, we have the New Jersey Transportation Study, instituted last year, covering the counties of Bergen, Essex, Hudson, Passaic, Morris, Somerset, Middlesex, Monmouth and Mercer.

We are presently doing the paper work required to set up a cooperative study of the Atlantic City urban area, which includes all of Atlantic County and some of Cape May County. Also, there is a possibility that a portion of Salem County would be included in a future study.

The land-use section of all these studies will, of course, deal intimately with the question of residential development -- future as well as present. Patterns of growth in almost every field of human activity will be projected into the future. While the future transportation requirements will be paramount from the point of view of the Highway Department, I am certain you can see how valuable the results of these studies will be to the home building industry.

It should be possible, upon completion of this work --(and let me assure you that these studies are not intended to languish in limbo for an indefinite period until someone removes them from a dusty library shelf)-- to know with much greater certainty where, how and when the highways of the future should be built, what areas of the State will be available for new residential development, and when, which urban regions will require redevelopment, and where new commerce and industry will find it convenient to locate.

In the meantime, the New Jersey State Highway Department will proceed as expeditiously as possible with the design and construction of those

highways which are already a permanent part of our planning. These, of course, include all of the new Interstate Routes. At the last count, about 140 miles or slightly more than 37% of New Jersey's Interstate System was open to traffic. A large number of projects are under construction and scheduled for completion this year, for example, the Bergen-Passaic Expressway (Interstate Route 80 and 95) from the George Washington Bridge into Paterson.

A heavy volume of construction contracts will be awarded this spring and summer on Interstate Route 78 from Springfield to the west, on Interstate Route 287 in Somerset County, on Interstate Route 80 west of Paterson, and on Interstate Route 280 in Essex County. Design, acquisition of right-of-way, and preliminary construction are underway on Route 80S and Route 295 in the southern portion of the State.

The work on Route 78, with the exception of the Springfield area, and on Route 287 involves largely rural areas. No great dislocation of people is required. On the contrary, these new highways, even though they are freeways without immediate access from adjoining properties, will undoubtedly play a dominant role in opening up the territory through which they pass to new residential and commercial developments. We have already seen the pattern in the Parsippany-Troy Hills area, for example.

The work on Route 280, however, does involve relocation of people on a large scale. As a matter of fact, our concern that residents in the path of the Essex East-West Freeway suffer no undue hardships is one of the major reason why this work has not proceeded more rapidly.

In East Orange, where a massive interchange with the Garden State Parkway will be located, our right-of-way acquisition is being closely coordinated with the efforts of the local urban renewal people. They will acquire, in the first instance, much of the property needed for the freeway and we in turn will purchase it from them. Every effort is being made at the local level to relocate the residents affected by the highway prior to the start of construction.

In Newark itself, public hearings will be held this month on a modified alignment of Interstate Route 78 and Route 75, the Midtown Connector between Route 78 and Route 280. The Midtown Connector passes through or skirts for most of its length several urban renewal projects of the City of Newark and, therefore, it may be assumed the East Orange displaced persons pattern will be followed. There is no doubt whatsoever that both of these routes will require the relocation of many people. We have been assured that the City of Newark, in order to win Federal approval for its urban renewal projects, has a housing plan to handle most of these.

Somewhat the same situation will exist, although to a lesser degree, when final construction of the North-South Freeway (Route 80S) begins in Camden.

The Highway Department itself, acting within the limits of the applicable Federal and State laws, is offering Advisory Relocation Assistance to all residents affected by new highways and, in addition, is paying a portion of the moving costs.

Here I would like to pause a second and offer a word of sincere thanks to your president, Louis Barba, and through him to your association for the help you have provided in setting up the Department's Committee on Advisory Relocation Assistance, which is composed of the leading organizations in the fields of real estate, banking, mortgage financing, and home building. The pattern established in New Jersey, with the help of this Committee, has received great acclaim throughout the Country.

The State Highway Department recognized, right at the start, that it would face tremendous difficulties in the location, design, and construction of these Interstate Routes in our urban areas. For that reason, we attempted to concentrate on these areas first, leaving the rural areas until the latter part of the Program.

You are probably familiar with the locations in which we have encountered lengthy disputes over alignment and some controversy involving design. This has delayed construction of some segments of the Interstate System to a degree, however, it was recognized in the beginning that we would probably encounter some delays and anticipated normal delays were provided for in our overall scheduling.

At the present time, we hope that virtually all of these frustrations have been overcome.

While the Interstate routes have received most of the publicity in recent years, much has also been accomplished on the non-interstate freeways which the Highway Department views as absolutely essential

to the proper movement of people and goods in New Jersey. A large share of this work has been in the realm of location, design, and right-of-way, rather than construction. But you can't build modern freeways, especially in urban areas, without sizable amounts of money -- and enough money for this kind of construction is just what we don't have.

However, we now know pretty well where we are going to put and how we are going to build the Route 18 Freeway and the Route 35 Freeway in Monmouth County, the Route 29 Freeway in Mercer, the Route 24 Freeway from Springfield west, the Route 440 Freeway in Middlesex and also in Hudson, the Route 55 Freeway through the Vineland-Millville area and south to Cape May, the Route 20 and Route 21 Freeways in Passaic County, and several others. Here again, we have gotten past the "birth pang" stage and future progress will depend on financial nourishment.

With this picture in mind, you can readily see that the pace of our right-of-way activity is due for a sharp acceleration. Our right-of-way production will increase from a level of 2,500 parcels acquired, let us say, at a cost of some $30 million in a year to a level of about 6,000 parcels a year. You can well imagine the impact upon your industry.

It seems to us that people are much less unhappy about being forced to move if they have a reasonable choice of new homes at a reasonable cost. A common complaint is that the price we pay for a home or business property -- which cannot exceed fair market value -- is

insufficient for the owner to purchase a comparable property elsewhere. The same is true of tenants. This is a challenge which government and private industry must face and overcome together. Our joint responsibility for providing thousands of new homes each year cannot be escaped.

As you can see, a very high percentage of our work involves real estate. We must take the nature and value of development within an area into consideration when we plan a highway through it, we must consider the economic effects of various types of design, and we must acquire the necessary right-of-way through fair and modern techniques of appraisal and negotiation. Even now, we are in the process of up-grading our procedures for training and enlarging our staff.

Right-of-way accounts for at least 25 cents out of every dollar in our Construction Program . This is a high percentage compared to most other States and is due entirely to the urban nature of New Jersey. In view of the tremendous sums involved in the acquisition of right-of-way for our new freeways, it has always seemed common sense to us for the State to acquire as much of the necessary property as possible a few years in advance of the actual construction.

There is no doubt whatsoever that the saving to the taxpayers would be tremendous. We have cases on record where land that we could have purchased for perhaps $2000 or $3000 an acre, had the money been available, rose in value to $25,000 a lot or more due to residential development.

It would also seem that advance acquisition would be a desirable course from your point of view. It would eliminate uncertainty, prevent development in the path of highways which cannot be shifted due to other factors, and eliminate the heartbreak which must come with purchasing a new home only to learn that it must be removed to make room for a highway.

We, of course, are under a duty to prevent the sort of land speculation which might result if our right-of-way plans were known to all far in advance of our ability to acquire the property. On the other hand, we try to cooperate to the fullest extent possible with developers and local government by giving them our "best guess" as to whether a particular tract may be affected by a proposed route.

It would seem the present procedure could be improved -- perhaps by allowing the State to reserve highway rights-of-way once alignments are determined.

There was quite a bit of conversation around the State last fall about the Highway Department's Master Plan. The price tag for meeting our 1975 traffic needs is approximately $2 billion. Completion of the Interstate System will require about one-fourth of this amount. Completion of the non-interstate freeways we have planned for so many years would take more than one-third. The rest would be spent on widening and dualizing existing highways and a wide variety of safety improvements.

With the Federal Government paying 90% we do not lack funds for completion of the Interstate Routes. However, with a combined

State and Federal contribution of only $34 million a year for non-interstate freeways and improvement of existing highways on the primary system, we are far, far behind in this category. Based on the present current appropriations to the Highway Department, we will be approximately $1 billion behind in 1975. The Governor has spoken of the need for a new revenue source, and we certainly solicit your earnest consideration of the transportation facets of his program.

No discussion of New Jersey's Highway Program would be complete without according recognition to the vital role played by our greatest allies in the movement of people and goods -- the commuter railroads. Without them, our task would be virtually insurmountable.

At the present time, at a cost of some $6 million a year, we have preserved essential passenger service. This will not save it for us in the long run, however, unless funds are forthcoming to make needed capital improvements including the purchase of new and modern equipment.

New Jersey's overall transportation needs are so great that there should be no voice raised against our desire to make the fullest use of every available facility. Competition among various modes of transportation, if permitted to continue, could spell ruin for the State's economy. Balanced transportation is here to stay and it is up to all of us to help make it work. Although the members of your industry probably think more in terms of highway transportation

when contemplating new residential development, do not forget the benefits of convenient mass transit to those who live in New Jersey and work in our sister States of New York and Pennsylvania.

We in the Highway Department are wedded to the concept of making the most out of what we have rather than tossing our existing facilities into the garbage can and spending billions on some radically new scheme. We would rather stretch the taxpayer's dollar as far as we can.

In all of this we need your help. Your understanding of the State's transportation needs and of the Highway Department's role in fulfilling these needs is vital to our success. Your industry, which experiences every day the difficulty of attracting home buyers into an area with inadequate transportation is perhaps in a better position than most to understand our difficulties. We hope we can count on you to share this understanding with the rest of the community.

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BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT
1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1964
Interstate Route 287
Interchange with Route 80
Start of Construction
Parsippany-Troy Hills
Morris County
STATEWIDE

Trenton, Feb. 10 - The New Jersey State Highway Department today announced construction crews began working last week on the interchange for Interstate Routes 287 and 80 in Parsippany-Troy Hills, Morris County.

As a new effort in explaining major highway projects to affected or interested local residents, the Department also announced it will open a one-day "Information Center" from 10 a.m. to 10 p.m. on February 14. The center will be located in the Parsippany-Troy Hills Town Hall, at the intersection of Routes 287 and 46.

Officials from the Department's Right of Way Division will be present to explain property acquisition procedures, and Relocation Advisory Assistance services. Construction engineers also will be on hand to explain the engineering plans which will be on display.

The Route 287 information center will be held as a test informational project. If successful, it will become standard procedure.

The first construction job to be done at the interchange site will be clearing the land in the vicinity of Smith Road and Littleton Road.

At the same time, construction of a temporary detour road to take Littleton Road traffic around the site of two Route 287 overpass bridges will begin.

(more)

1964
Interstate Route 287
Interchange with Route 80
Start of Construction
Parsippany-Troy Hills
Morris County
STATEWIDE

Next, another temporary road will be constructed alongside the northbound roadway of existing Route 287 (the Route 202 Freeway).

Then, after traffic has been routed around the site, work will begin in earnest on the main interchange.

The entire project, to cost nearly $2 million, will be slightly more than a mile in length. The interchange will directly link the existing Route U.S. 202 Freeway portion of Interstate Route 287 and the northerly sections of Route 287, between Route U.S. 46 and the intersection with Route U.S. 202 in Montville Township, which was opened last December. Construction of the interchange at this time will allow Route 287 traffic loads to move freely through the area during construction of Route 80 in this vicinity.

The Department spokesman said the "Information Center", the first of its kind to be attempted, is an experiment. He explained the Department, through the Center, hopes to get as much information as possible to persons directly affected by the construction. It is hoped this person-to-person meeting device will eliminate uncertainty, and resolve future situations before they become problems.

Owners of properties affected by the interchange were notified by mail last Fall. Since then the owners have been called on by Departmental Right of Way representatives. Preliminary investigations of the properties are nearing completion, and appraisals are now underway. After the appraisals are completed,

(more)

1964
Interstate Route 287
Interchange with Route 80
Start of Construction
Parsippany-Troy Hills
Morris County
STATEWIDE

Highway negotiators will call on the owners to handle the purchase or aquisition of properties.

The official noted that construction crews may have to enter some vacant properties before titles have been transferred to the State. Such entries, he said are required by law, if they will hasten construction. Every owner who could be located was visited personnally and informed that prior entry might occur. He emphasized, however, that prior entry will not alter in the slightest the fair market price of the land to which the owners is entitled as just compensation.

The display maps will show details of the interchange when it is completed late next year.

Connecting ramps of the future interchange will enable northbound Route U.S. 202 Freeway traffic to reach the southbound lanes of the freeway and to connect with westbound Littleton Road. Northbound freeway traffic will also be able to connect with Route U.S. 46.

Eastbound traffic on Littleton Road will connect to the northbound lanes of the freeway through a connecting ramp to be built in the area east of the freeway and south of Littleton Road.

A portion of Littleton Road will be rebuilt to carry two lanes of traffic in each direction.

(more)

1964
Interstate Route 287
Interchange with Route 80
Start of Construction
Parsippany-Troy Hills
Morris County
STATEWIDE

This will be the first project for the construction of Route 287 through the Route 80 interchange area. Future work will include construction of corplete interchange facilities between the two superhighways as well as facilities for local road connections.

Construction will be performed in stages and phases permitting the establishment of detours enabling traffic to connect freely between Route U.S. 202 Freeway and Route U.S. 46.

Ninety percent of the cost of Interstate Route construction in New Jersey is paid by the Federal Government while the remaining ten percent is paid by the State Highway Department.

The project is expected to take 250 working days to complete. All bids will be reviewed before a contract is awarded.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

RELEASE UPON RECEIPT

1964
TRAFFIC REGULATIONS
Route 27
City of Linden
Borough of Roselle
Union County

Trenton, February 7 - The New Jersey State Highway Department today announced new no-parking regulations along Route 27 in the City of Linden and the Borough of Roselle, Union County.

Stopping or standing are prohibited as follows:

Between the hours of 7 a.m. and 9:30 a.m. along the easterly (northbound) side of Route 27 between a point 60 feet south of the southerly curb line of Baltimore Avenue and the intersection of Harrison Avenue.

Between the hours of 4 p.m. to 6:30 p.m. along the westerly (southbound) side of Route 27, between the intersection of Harrison Avenue and a point 60 feet south of the southerly curb line of Baltimore Avenue.

The new regulation became necessary to permit a smoother traffic flow during the peak volume hours.

It will become effective with the posting of regulatory signs. This is expected within two weeks.

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RP-64-5

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

RELEASE UPON RECEIPT

1964
TRAFFIC REGULATIONS
Route 49
Lower Penns Neck Twp.
Salem County

Trenton, February 7 - The New Jersey State Highway Department today announced new no-parking regulations along Route 49 in Lower Penns Neck Township, Salem County.

Stopping or standing will be prohibited at all times:

Along the westerly (southbound) side of Route 49 between the intersection of Maple Avenue and a point 125 feet south of the southerly curb line of Jenkins Avenue.

Along the easterly (northbound) side of Route 49 between a point 50 feet south of the southerly curb line of Oliver Avenue and the intersection of Maple Avenue.

A traffic signal is being installed at the intersection of Oliver and Jenkins Avenues. Upon its completion and the erection of proper signs the regulation will become effective.

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RP-64-4

LIVINGSTON TWP.
WEST ORANGE
ORANGE
EAST ORANGE
NEWARK
VALLEY WAY
PLEASANT AVE
PROSPECT AVE
MT. PLEASANT AVE
NORTHFIELD AVE
GREGORY AVE
MAIN ST
HIGH ST
SCOTLAND RD
LINCOLN AVE
PARK AVE
OLENWOOD AVE
PROSPECT ST
CLINTON ST
HARRISON ST
GROVE ST
GARDEN ST
SPRINGDALE AVE
D.L.&W. RR
WILLIAM ST
STATE PARKWAY
ROSEVILLE AVE
SMITH ST
CLIFTON AVE
HIGH ST
Branch Brook Park
ORANGE
WEST CENTRAL AVE
MARKET ST
BERGEN ST
HOBLOW ST
ORANGE AVE
SO. ORANGE AVE
N.J.T.
N.J.T.
280
10
58

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1964
Interstate Route 280 - BIDS
Drainage Tunnel
Newark, The Oranges
Essex County

Trenton, Feb. 6 - The New Jersey State Highway Department today announced a low bid of $9,689,825.00 was received from LaFera Contracting, Newark; C. Salvatore and Sons, Orange; and Square Construction Co., Baltimore, Maryland, (joint venture) for construction of a storm sewer tunnel to serve Interstate Route 280, the Essex East-West Freeway.

Other bidders on the project were: Morrison-Knudsen Co., Inc., Boise, Idaho and Geo. M. Brewster and Son, Inc., Bogota; (joint venture) $10,876,900.00; and Conduit and Foundation Corp., Phila., Pa., and Cayuga Construction Corp., N.Y.C. (joint venture) $14,290,700.00.

A Highway Department spokesman noted that all bids were in excess of the engineer's estimate.

The tunnel, which will be located under the superhighway, will extend nearly four miles from the vicinity of South Jefferson Street in Orange eastward to the vicinity of High Street in Newark. It will be about 42 feet below the present surface level and about 22 feet below the proposed depressed level of Route 280.

The plain concrete lining of the tunnel will have a finished inside diameter of 9 feet. Work will include installation of vertical inlets and access manholes.

(more)

1964
Interstate Route 280 - BIDS
Drainage Tunnel
Newark, The Oranges
Essex County

Drainage water gathered in the proposed tunnel will be channeled to the Passaic River.

At locations to be pinpointed during construction operations, access shafts will be dug into the earth to levels where the huge drainage tunnel is being constructed. The access shafts, 12 feet square and ranging from 40 feet to 70 feet in depth, will carry men and machinery down to the tunnel work areas.

Costs of the project will be shared by the Federal Government and the State Highway Department. The project is expected to take about 550 calendar days to complete. All bids will be reviewed before a contract is awarded.

280,5F,6B,7A
64-I-20

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1964
INTERSTATE ROUTE 80 - BIDS
Signs
Bergen County

Trenton, February 6 - The New Jersey State Highway Department today announced a low bid of $212,586.35 was received from Pfaff and Kendall, Newark on a project for the manufacture and erection of several types of permanent directional signs on a section of the Interstate Route 80 portion of the Bergen-Passaic Expressway in Bergen County.

Other bidders on the project were: Whitmire Bros., Hammonton, $229,617.15; United Advertising Corp., Newark, $250,580.35; Philadelphia Sign Co., Philadelphia, Pennsylvania, $267,578.15; Schiavone Construction Co., Secaucus, $276,425.00.

Directional sign installations will be made on the interstate route where highway construction is presently underway between Route 17 and the Hackensack River in Hackensack, Teterboro and South Hackensack.

A total of 293 signs of all types and sizes will be erected in required locations. Sixteen sign bridges will be erected as well as overhead signs and roadside signs.

The familiar reflectorized white on green material will be used in the manufacture of the signs.

Ninety per cent of the costs of the project, which is expected to be completed by October 15, 1964 will be paid by the Federal Government. The State Highway Department will pay the remainder. All bids will be reviewed before a contract is awarded.

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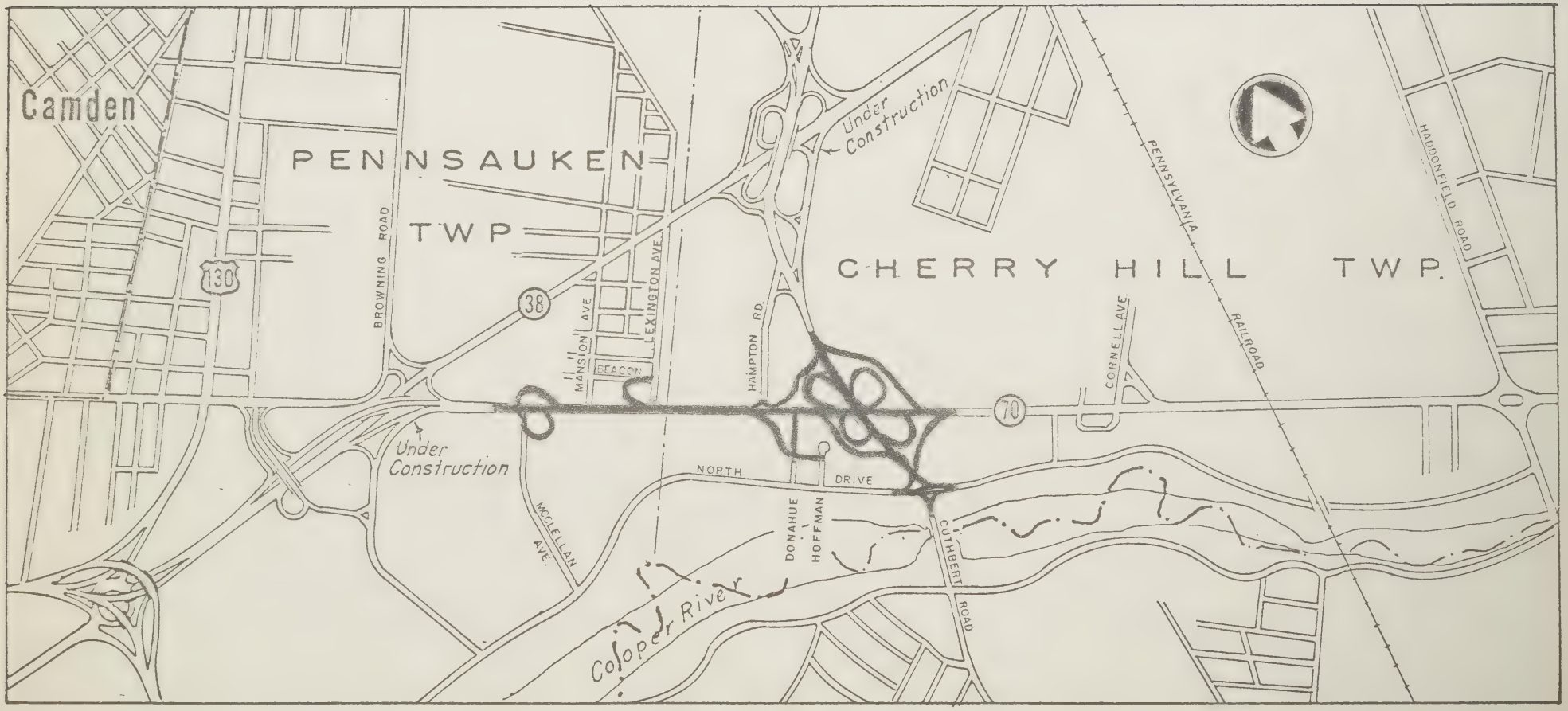
80,5Y
63-I-24


Camden
PENNSAUKEN
TWP
CHERRY HILL TWP.
130
38
70
BROWNING ROAD
MANSION AVE
BEACON
LEXINGTON AVE
HAMPTON RD.
Under Construction
Under Construction
PENNSYLVANIA RAILROAD
CORNELL AVE.
HADDONFIELD ROAD
NORTH DRIVE
MCCLELLAN AVE.
DONAHUE
HOFFMAN
CUTHBERT ROAD
Cooper River

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1964
ROUTE 70 - BIDS
Pennsauken Twp.
Cherry Hill Twp.
Camden County

Trenton, February 6 - The New Jersey State Highway Department today announced a low bid of $ 1,636,118.96 was received from South Jersey Construction Co., Riverside on a Route 70 improvement project in Camden County.

Other bidders on the project were: Kingston Bituminous Products Co., Kingston, $1,698,693.39; Franklin Contracting Co., Little Falls, $1,710,904.25; Public Constructors, Inc., Blackwood, $1,717,161.57; Conduit and Foundation Corp., Philadelphia, $1,744,019.95; F. A. Canuso and Sons, Inc., Philadelphia, $1,896,946.83; Union Paving Co., Wynnewood, Pennsylvania, $2,093,292.66; S. J. Groves Sons Co., Woodbridge, $2,313,225.00.

Work will be performed on nearly one mile of the Route extending from west of Browning Road in Pennsauken Township eastward to Cuthbert Boulevard in Cherry Hill Township.

When work is completed, the roadways will be 38 feet wide and will carry two lanes of traffic in each direction on bituminous concrete surfaces separated by a grass median. The new roadways will be bordered on the inner and outer edges by white concrete vertical curb.

A pair of left turn jug handles will be built at McClellan Avenue to enable both directions of traffic on Route 70 to enter McClellan Avenue or to make a U-turnaround.

At Lexington Avenue, westbound Route 70 traffic will use a new left turn jughandle enabling traffic to reach Lexington Avenue through Beacon Avenue.

(more)

1964
ROUTE 70 - BIDS
Pennsauken Twp.
Cherry Hill Twp.
Camden County

New ramps will connect eastbound Route 70 traffic to Donahue Avenue. An east-west access road will connect Donahue Avenue to Hoffman Avenue.

At Cuthbert Boulevard, a complete interchange and grade separation will be constructed enabling all directions of traffic on Route 70 and on the Boulevard to connect freely and safely.

Work will be performed in stages to permit minimum interference to traffic during construction operations.

Costs of the project, which is expected to take 200 working days to complete, will be paid entirely by the State Highway Department. All bids will be reviewed before a contract is awarded.

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70,1B
62-N-38

NEW JERSEY

Traffic Conditions Report

STATE HIGHWAY DEPARTMENT

Bureau of Public Information
Trenton 25, New Jersey
TUxedo 2-3000

RELEASE FRIDAY FEBRUARY 7

WEEK OF FEBRUARY 8 - FEBRUARY 14

Trenton, Feb. 7 - The New Jersey State Highway Department, as part of a continuing service to the public, today issued a list of locations within the State where road construction and maintenance may cause interference to motorists during the week of February 8 - February 14.

Bergen

Route 3, East Rutherford -- Traffic will be guided through the construction area throughout the winter.

The new bridge carrying southbound Route 20 traffic over Route 3 was opened on January 27. Westbound Route 3 traffic may proceed ahead on the new portion of Route 3.

Route 80, Township of South Hackensack, Teterboro, City of Hackensack -- Huyler Street between North Street and Wesley Street is closed to traffic. Traffic will be detoured from Huyler Street to Wesley Street to Green Street to North Street and back to Huyler Street.

Route 95, Teaneck -- Fort Lee Road is detoured between Glenwood Avenue and the Overpeck Creek Bridge. Glenwood Avenue is detoured between Fort Lee Road and Cypress Street. The condition is the same as that which prevailed last week and it will continue until paving operations are completed.

Bergen-Passaic

Route 80, Paterson -- Madison Avenue (Paterson) traffic has been detoured to permit the construction of Route 80 underpass. The detour will be in effect for six months.

Camden

Route 38, Pennsauken and Cherry Hill Townships -- Traffic will be guided through the construction area during the winter months.

Route 130, Pennsauken to Collingswood -- Traffic will be restricted between the hours of 9 a.m. and 4 p.m. daily for the next 2 weeks during widening of roadway under railroad bridges at Westfield Avenue, Pennsauken; Browning Road, Pennsauken, and Haddon Avenue, Collingswood.

Route 168, Glendora to Blackwood -- Minor delays during installation of sanitary sewers.

Essex

Route 21, Belleville -- Traffic will be guided through the construction area. The condition will continue through February.

Gloucester

Route 45, Mullica Hill -- Traffic will be detoured around the construction area during bridge demolition, grading and paving operations.

Route 45, Woodbury -- Utility company installing electric and gas utilities. Minor delays. No evening or weekend interference.

(more)

1964
TRAFFIC CONDITIONS REPORT

Gloucester cont'd

Route 45, Mantua, South of Woodbury-- Slight interference during conduit installation on west side of road.

Hudson

Route 3, Secaucus -- Traffic will be guided through the construction area on Route 3 between Tonnele Avenue and the Paterson Plank Road.

Middlesex

Route 18, Borough of New Brunswick -- Upper New Street is closed from Nielson Street to Route 18 until the New Street Bridge is completed.

Route 18, East Brunswick and Madison Townships -- For the remainder of the winter, single lane traffic will be maintained on the southbound roadway at the Main Street ramp area. All other roadways are open. Motorists should exercise caution when moving through areas where shoulders are under construction.

Middlesex-Monmouth

Route 9, Marlboro, Manalapan, Madison -- Slight interference resulting from trucks and construction equipment moving materials throughout the construction area.

Monmouth

Route 35, Middletown -- Minor delays may be expected along Old Kings Highway between Mountain Hill Road and Tindall Road. The condition will continue for 2 months.

Route 36, Keyport, Raritan Township, Union Beach, Keansburg -- Temporary detour road will be in operation at Flat Creek for 6 months during bridge construction. Traffic will be restricted at East Creek and Waackaack Creek during drainage construction. The condition will continue for 1 year.

Somerset

Route 287, Bridgewater Township -- Minor interference may be expected on Route U.S. 202-206 when construction equipment moves around the work site. The condition will continue for 4 months.

Talamini Road bridge and relocated Talamini Road will remain closed while work on the overpass is being completed.

Union

Route 1, Linden -- Traffic will be reduced to two lanes during construction of turn slots.

Warren

Route 24, Lopatcong, Greenwich, Franklin, Washington -- Intermittent delays may be expected during construction operations from Route 22 to Stewartsville Road and from New Village to Lincoln Avenue.

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BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT
1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

RELEASE THURSDAY P.M.'s

1964
Route 27 - ADV
Cherry Street
City of Elizabeth
Union County

Trenton, Feb. 6 - The New Jersey State Highway Department today announced it will receive bids February 27 on a project for resurfacing a portion of Route 27 in Union County.

The nearly one-half mile project will include the portion of Route 27 (Cherry Street) between Route 27 (Rahway Avenue) and Route 28 (Westfield Avenue), which crosses Murray Street, West Jersey Street and West Grand Street in the City of Elizabeth.

On this portion of Route 27, two lanes of traffic are presently carried in each direction, northbound and southbound on a granite block surface which has become badly deteriorated.

From Route 27 (Rahway Avenue) northward along Route 27 (Cherry Street) to Route 28 (Westfield Avenue), the granite block surface will be removed. A new bituminous concrete surfaced pavement will then be built. Existing curbs and sidewalks will remain.

The bridge carrying the highway over the Central Railroad of New Jersey between West Grand Street and Westfield Avenue will be resurfaced. The existing brick surface will be removed and a new reinforced concrete surface having a special grit coating for increased safety will be built.

Traffic will be detoured through local streets during construction operations.

(more)

1964
Route 27 - ADV
Cherry Street
City of Elizabeth
Union County

Costs of the project, which will take 30 working days to complete, will be paid entirely by the New Jersey State Highway Department.

All bids will be reviewed before a contract is awarded.

27,9A
64-N-41

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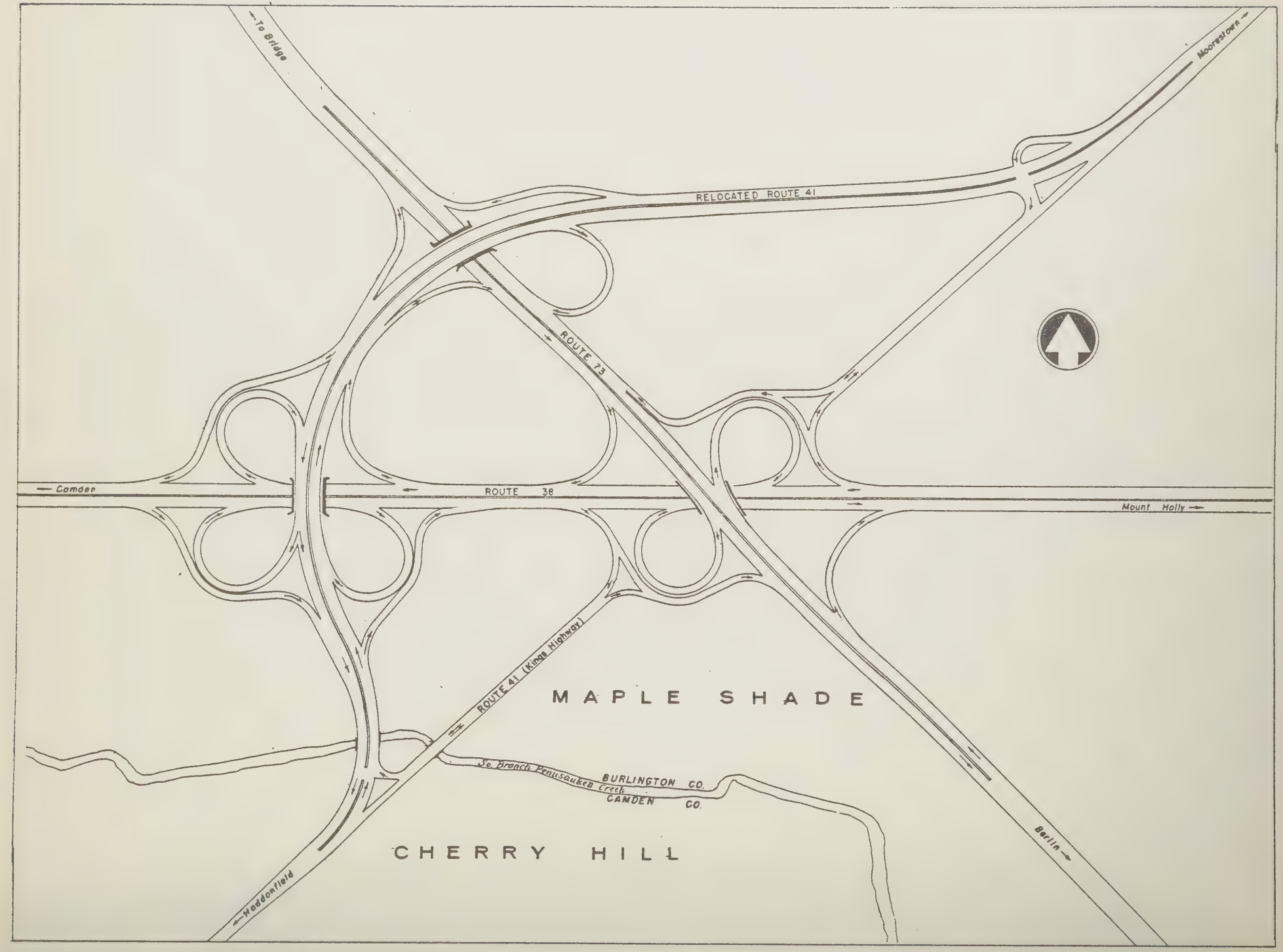
To Bridge
Moorestown
RELOCATED ROUTE 41
ROUTE 73
Camden
ROUTE 38
Mount Holly
ROUTE 41 (Kings Highway)
MAPLE SHADE
So. Branch Pennsauken Creek
BURLINGTON CO.
CAMDEN CO.
CHERRY HILL
Berlin
Haddonfield

BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT
1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

RELEASE THURSDAY P.M.'s

1964
MAPLE SHADE INTERCHANGE
ROUTES 38, 73, 41
BURLINGTON-CAMDEN COUNTIES

Trenton, February 6 - The New Jersey State Highway Department today announced it will soon begin the process of acquiring right of way needed to construct the New Maple Shade Interchange in Maple Shade Township, Burlington County.

Letters have been mailed to owners of 44 parcels of land advising them their properties will be affected by the future construction, and explaining the Department's procedures for purchasing the necessary ground.

The future interchange, which will be one of the largest in the State, will replace the present circle which now handles traffic from three major highways - Routes 38, 73 and 41. On an average day in 1962 more than 43,000 cars and trucks a day entered the over-burdened circle from all directions.

The registered letters advise the owners their properties will be affected by highway construction and explain the procedures the Department will follow in negotiating with the owners.

In the near future the owners will receive visits from Department representatives who will list the features and history of the properties, and photograph the buildings and land features.

The next step will see State Highway Department appraisers visiting the properties to ascertain fair market values. They will be followed by Department negotiators who will negotiate the sale of the properties.

The spokesman pointed out the negotiation procedures are similar to private person-to-person transactions. He said the one main exception is that the

(more)

State, because it is acting in the public interest, has the right to require that the owner sell his property at a fair price.

If the owner exercises his right to reject the offer, a court-appointed three-man commission will set the fair market price. If the owner still thinks the price is not fair, he can appeal to the State Superior Court, and the price will be fixed by jury trial.

The spokesman noted that out of every 100 negotiations between the Highway Department and the land owners, less than five cases go to the courts, and added that a portion of this small percentage usually is due to faulty titles.

He attributed the high percentage of property negotiations which are settled on a friendly basis to the Department's procedures, which are based on professional practices and standards; and the Department's desire to exhaust all amicable means of negotiating the sale.

The letters to affected property owners also offer a new Relocation Advisory Assistance service to owners and tenants who must move out of the way of the Federal Aid highway construction. This program is designed to aid them in finding new residences. Another part of the same service, available after the families or tenants move, will provide up to $200 of the moving costs.

If a business must relocate, a moving cost reimbursement of up to $3,000 will be available. The spokesman added that the Department will contact those eligible for the Relocation services well in advance of their actual need.

280,Sec. 3 & 4
I-280-6-(8)
I-280-6-(7)

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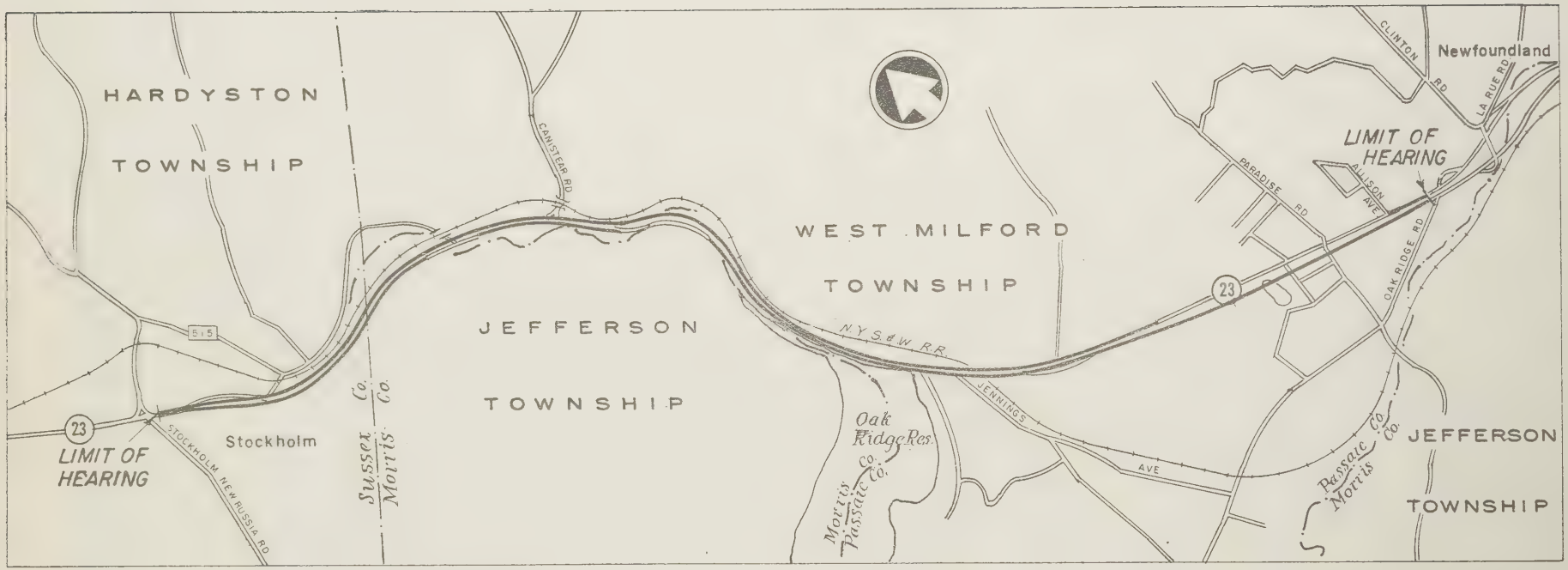
HARDYSTON
TOWNSHIP
JEFFERSON
TOWNSHIP
WEST MILFORD
TOWNSHIP
JEFFERSON
TOWNSHIP
Newfoundland
Stockholm
LIMIT OF
HEARING
LIMIT OF
HEARING
23
23
515
STOCKHOLM NEW RUSSIA RD
CANISTER RD
N.Y.S.&W. R.R.
JENNINGS
AVE
PARADISE RD
ALLISON AVE
OAK RIDGE RD
CLINTON RD
LA RUE RD
Sussex Co.
Morris Co.
Oak Ridge Res.
Morris Co.
Passaic Co.
Passaic Co.
Morris Co.

BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT
1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

RELEASE THURSDAY P.M.'s

1964
Route 23 - HEARING
Hardyston Twp., Sussex County
Jefferson Twp., Morris County
West Milford Twp., Passaic Co.

Trenton, Feb. 6 - The New Jersey State Highway Department has announced a public hearing will be held Friday, March 6 to explain plans for the proposed dualization of Route 23 in Sussex, Morris and Passaic Counties.

The hearing will be held at 10:30 a.m. in the Community Fire House, located in the vicinity of Route 23 and Oak Ridge Road in West Milford Township, Passaic County.

Residents of the affected area as well as other interested parties will have an opportunity to express their views and to make constructive suggestions concerning plans for dualizing the portion of Route 23 extending eastward nearly 5 miles from the vicinity of Stockholm-New Russia Road in Hardyston Township through West Milford Township to the vicinity of Oak Ridge Road in Passaic County.

The design to be proposed will call for dualization of this portion of the highway using portions of existing roadway in some locations and building new portions of roadway in other locations. The two roadways would carry two lanes of traffic in each direction eastbound and westbound and would be separated by a variable width grass median.

The line of the proposed improvement would follow the same line as the existing roadway.

(more)

From Stockholm-New Russia Road it would extend eastward to an intersection with Lower Stockholm Road.

Further east, beyond the Morris-Passaic Line, intersections would be built at Lower Stockholm Road, Canistear Road, Reservoir Road, Doremus Road, Paradise Road and Allison Avenue in West Milford Township.

The Federal Government will contribute 50 percent of the costs of the proposed improvement.

23-HEARING ######

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

RELEASE UPON RECEIPT

1964
TRAFFIC SIGNALS
Longwood Avenue
Cherry Hill Township
Camden County

Trenton, February 3 - The New Jersey State Highway Department today announced the installation of a semi-actuated traffic signal on Route 38 at the intersection of Longwood Avenue in Cherry Hill Township, Camden County.

A jug handle turn has been completed at this location and mercury lighting installed to illuminate the turning area.

Jug handle turns and semi-actuated traffic signals have recently been completed on Route 38 at the intersection of Mansion Avenue, and an existing signal on Chapel Avenue modernized.

Jug handle turns and traffic signals in these areas will permit a right hand exit from the highway across to the side street or back to the highway in the opposite direction under signal control.

Left turns on heavily traveled routes have been the cause of many traffic tie-ups and numerous accidents. The jug handle eliminates such turns.

A semi-actuated traffic signal is normally green to the main road (Route 38). It turns to the lesser street or road on actuation of a detector embedded on the lesser traveled route.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

RELEASE UPON RECEIPT

1964
TRAFFIC REGULATIONS
Route 171
North Brunswick Twp.
Middlesex County

Trenton, January 31 - The New Jersey State Highway Department today announced new no-parking regulations along Route 171 in North Brunswick Township, Middlesex County.

Stopping or standing will be prohibited at all times along both sides of Route 171 including all ramps and connections under jurisdiction of the State Highway Department, within North Brunswick Township.

Prior to this regulation parking has been prohibited but the regulation did not preclude stopping or standing.

The new regulation will become effective with the posting of new signs in the area. This is expected within two weeks.

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RP-64-2

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

RELEASE UPON RECEIPT

1964
TRAFFIC REGULATIONS
Route U.S. 130 & U.S. 1
North Brunswick Twp.
Middlesex County

Trenton, January 31 - The New Jersey State Highway Department today announced new no-parking regulations along Routes U.S. 130 and U.S. 1 in North Brunswick Township, Middlesex County.

The new regulation prohibits stopping or standing at all times along both sides of Route U.S. 1 and 130 within North Brunswick Township, including all ramps and connections under jurisdiction of the State Highway Department.

Prior to this regulation, short sections of both routes in North Brunswick Township had been designated as no stopping or standing areas.

Studies by the Township and the State Highway Department determined that further parking restrictions were necessary along both routes in North Brunswick Township.

The regulation will become effective with the posting of new regulatory signs in the areas. This is expected within two weeks.

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RP-64-1 & 3

BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT
1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

RELEASE THURSDAY P.M.'s

1964
Sale of Buildings
Routes 35 and 36
Monmouth County

Trenton, Feb. 6 - The New Jersey State Highway Department today announced a public sale of vacant houses in Keyport and Atlantic Highlands, Monmouth County, will be held February 11 at 11 a.m.

The vacant residences stand on land purchased by the Highway Department for future construction of an interchange on Route 35 in Keyport, and a jug handle loop on Route 36 in Atlantic Highlands.

The sale will be held in the Atlantic Highlands house, a masonry dwelling located at 11 Memorial Parkway.

The residence in Keyport is a two-family semi-detached structure at 244 and 246 North Broadway.

A Department spokesman related that hundreds of serviceable homes have been saved from demolition by similar sales during recent years by enabling purchasors to move the structures out of the highway's right of way.

The spokesman noted that through this statewide Departmental practice, in addition to regaining and saving an estimated $580,000 since 1961, municipalities are able to keep ratable buildings on their tax rolls.

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NEW JERSEY STATE HIGHWAY DEPARTMENT

Traffic Conditions Report

Bureau of Public Information
Trenton 25, New Jersey
TUxedo 2-3000

RELEASE FRIDAY JANUARY 31

WEEK OF FEBRUARY 1 - FEBRUARY 7

Trenton, Jan. 31 - The New Jersey State Highway Department, as part of a continuing service to the public, today issued a list of locations within the State where road construction and maintenance may cause interference to motorists during the week of February 1 - February 7.

Bergen

Route 3, East Rutherford -- Traffic will be guided through the construction area throughout the winter.

The new bridge carrying southbound Route 20 traffic over Route 3 was opened on January 27. Westbound Route 3 traffic may proceed straight ahead on the new portion of Route 3.

Motorists on Route 20 should exercise caution when approaching the new bridge from the south.

Route 80, Township of South Hackensack, Teterboro, City of Hackensack -- Huyler Street between North Street and Wesley Street is closed to traffic. Traffic will be detoured from Huyler Street to Wesley Street to Green Street to North Street and back to Huyler Street.

Route 95, Teaneck -- Fort Lee Road is detoured between Glenwood Avenue and the Overpeck Creek Bridge. Glenwood Avenue is detoured between Fort Lee Road and Cypress Street. The condition is the same as that which prevailed last week and it will continue until paving operations are completed.

Bergen-Passaic

Route 80, Paterson -- Madison Avenue (Paterson) traffic has been detoured to permit the construction of Route 80 underpass. The detour will be in effect for six months.

Camden

Route 30, Lawnside -- Utility company installing sewer lines. Minor delays. No evening or weekend interference.

Route 38, Pennsauken and Cherry Hill Townships -- Traffic will be guided through the construction area during the winter months.

Route 130, Pennsauken to Collingswood -- Traffic will be restricted between the hours of 9 a.m. and 4 p.m. daily for the next 2 weeks during widening of roadway under railroad bridges at Westfield Avenue, Pennsauken; Browning Road, Pennsauken and Haddon Avenue, Collingswood.

Route 168, Glendora to Blackwood -- Minor delays during installation of sanitary sewers.

Essex

Route 21, Belleville -- Traffic will be guided through the construction area. The condition will continue through February 1964.

Gloucester

Route 45, Woodbury -- Utility company installing electric and gas utilities. Minor delays. No evening or weekend interference.

(more)

1964
TRAFFIC CONDITIONS REPORT

Gloucester cont'd

Route 45, Mantua, South of Woodbury-- Slight interference during conduit installation on west side of road.

Hudson

Route 3, Secaucus -- Traffic will be guided through the construction area on Route 3 between Tonnele Avenue and the Paterson Plank Road.

Middlesex

Route 18, Borough of New Brunswick -- Upper New Street is closed from Nielson Street to Route 18 until the New Street Bridge is completed.

Route 18, East Brunswick and Madison Townships -- For the remainder of the winter, single lane traffic will be maintained on the southbound roadway at the Main Street ramp area. All other roadways are open. Motorists should exercise caution when moving through areas where shoulders are under construction.

Middlesex-Monmouth

Route 9, Marlboro, Manalapan, Madison -- Slight interference resulting from trucks and construction equipment moving materials throughout the construction area.

Monmouth

Route 35, Middletown -- Minor delays may be expected along Old Kings Highway between Mountain Hill Road and Tindall Road. The condition will continue for 2 months.

Route 36, Keyport, Raritan Township, Union Beach, Keansburg -- Temporary detour road will be in operation at Flat Creek for 6 months during bridge construction. Traffic will be restricted at East Creek and Waackaack Creek during drainage construction. The condition will continue for 1 year.

Somerset

Route 287, Bridgewater Township -- Minor interference may be expected on Route U.S. 202-206 when construction equipment moves around the work site. The condition will continue for 4 months.

Talamini Road bridge and relocated Talamini Road will remain closed while work on the overpass is being completed.

Route 287; Route U.S. 202-206, Bedminster Township -- Caution should be exercised while using the detour between old and new roadways of Route U.S. 202-206.

Union

Route 1, Linden -- Traffic will be reduced to two lanes during construction of turn slots.

Warren

Route 24, Lopatcong, Greenwich, Franklin, Washington -- Intermittent delays may be expected during construction operations from Route 22 to Stewartsville Road and from New Village to Lincoln Avenue.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

RELEASE UPON RECEIPT

1964
UNDERGROUND ELECTRICAL - ADV
STATEWIDE

Trenton, January 30 - The New Jersey State Highway Department today announced bids will be received February 20 on a contract for installation of underground structures for traffic signals at various locations throughout the State.

The contract will be based upon the total number of installations the Department expects to undertake during the year at as yet undetermined locations on the State Highway System. The purpose is to permit public bidding by private contractors on this phase of work formerly performed by the Department's own forces.

As individual locations of new signals throughout the State system are determined, the contractor will be called upon to install the related underground conduits, detectors, pedestals and concrete junction boxes.

All bids will be reviewed by State Highway engineers before a contract is awarded.

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64-Elect.

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

RELEASE UPON RECEIPT

1964
SALE OF BUILDINGS
Morris County
Routes 78 and 24

Trenton, Jan. 30 - The New Jersey State Highway Department today announced it will hold a public sale of vacant residential buildings within future right of way limits of Interstate Route 78 and the Route 24 Freeway in Morris County February 4 at 11 a.m.

A total of five buildings located in Chatham, Summit and Springfield will be put up for bids in one of the houses to be sold, a split level home at 194 North Passaic Avenue in Chatham.

In Summit, the building to be sold is a single family dwelling at 124 Morris Turnpike.

In Springfield two, one-family dwellings are at 14 and 18 Salter Street, and another single family home at 15 Park Lane.

Similar sales of buildings and surplus land over the last three years has regained or saved about $580,000 for the Highway Department, as well as return ratable properties to municipal tax rolls.

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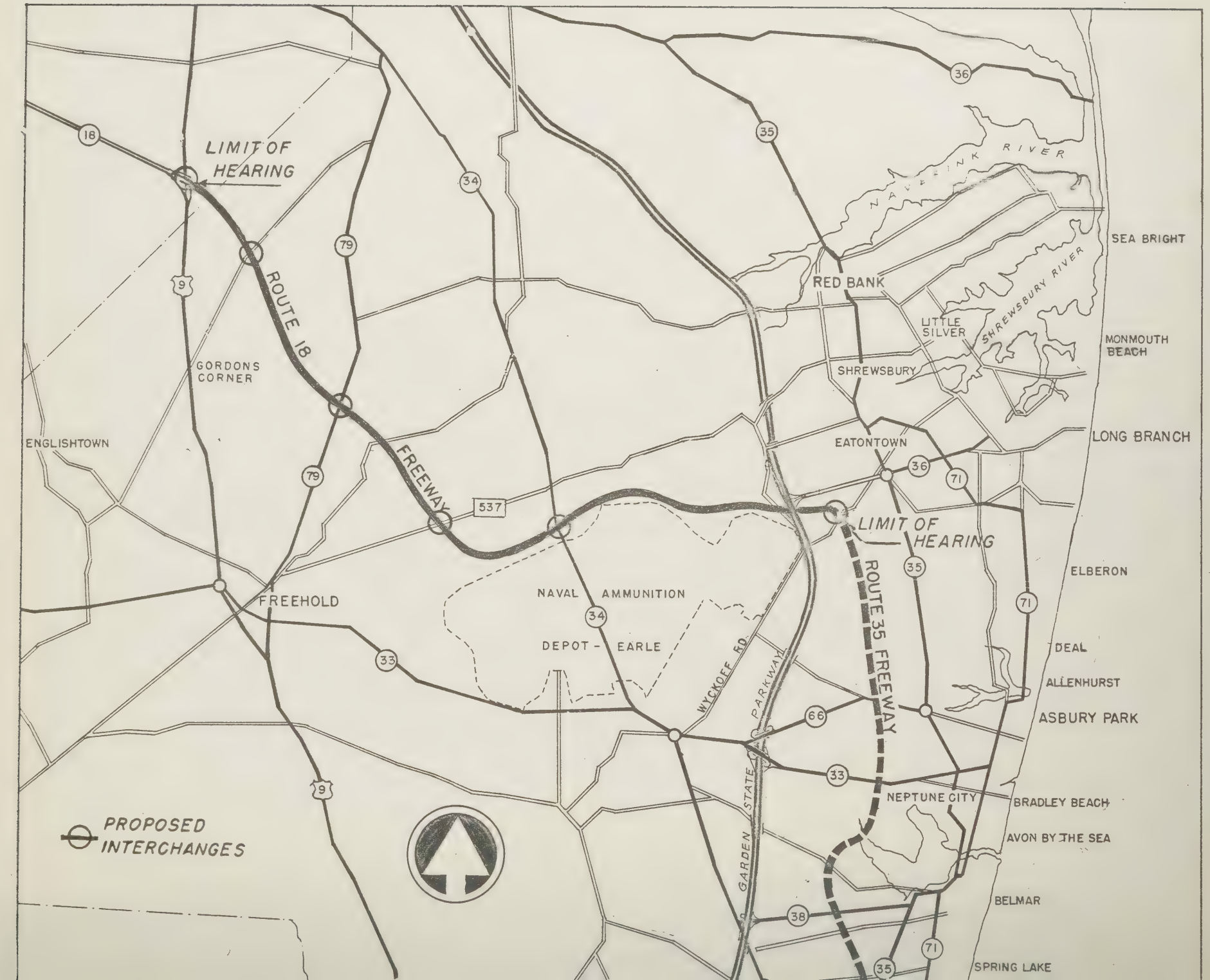
LIMIT OF HEARING
ROUTE 18
FREEWAY
GORDONS CORNER
ENGLISHTOWN
FREEHOLD
537
NAVAL AMMUNITION DEPOT - EARLE
WYCKOFF RD.
GARDEN STATE PARKWAY
RED BANK
NAVESINK RIVER
SHREWSBURY RIVER
LITTLE SILVER
SHREWSBURY
EATONTOWN
LIMIT OF HEARING
ROUTE 35 FREEWAY
NEPTUNE CITY
SEA BRIGHT
MONMOUTH BEACH
LONG BRANCH
ELBERON
DEAL
ALLENHURST
ASBURY PARK
BRADLEY BEACH
AVON BY THE SEA
BELMAR
SPRING LAKE
PROPOSED INTERCHANGES

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUxedo 2-3000 - Ext. 431-432

RELEASE THURSDAY PM's

1964
ROUTE 18 - FREEWAY - HEARING
Madison Twp., Middlesex County
Marlboro, Freehold, Colts Neck
Twps., New Shrewsbury, Eatontown,
Monmouth County

Trenton, January 30 - The New Jersey State Highway Department has announced a public hearing will be held Wednesday, March 4 to discuss an alignment now being considered for the Route 18 Freeway in Middlesex and Monmouth Counties.

The hearing will be held at 10:30 a.m. in the Monmouth Shopping Center Building in Eatontown.

Residents of the affected area as well as other interested parties will have an opportunity to express their views and to make constructive suggestions. concerning location of the 17.2-mile limited access freeway extending eastward from existing Route 18 in Middlesex County to the proposed Route 35 Freeway in Monmouth County.

The alignment to be reviewed by State engineers is basically that proposed to the Highway Department last year by the Monmouth County Board of Freeholders as an alternate to other alignment possibilities under study at that time by the Department. Only minor necessary variations from the original Monmouth County Freeholder's proposal have been instituted, according to a Highway Department spokesman. The entire alignment was reviewed by State Highway engineers January 8 at a meeting in Freehold with officials of the county and municipalities involved.

Design of the freeway calls for two roadways that would carry two lanes of traffic in each direction, eastbound and westbound, separated by a grass island median about 60 feet wide.

(more)

1964
ROUTE 18 - FREEWAY - HEARING
Madison Twp., Middlesex County
Marlboro, Freehold, Colts Neck
Twps., New Shrewsbury, Eatontown
Monmouth County

The western terminus in Madison Township, Middlesex County, would be at the junction of the existing Route 18 and Route U.S. 9 approximately 5-1/2 miles south of South Amboy.

The proposed line would swing southeast from the western terminus across the Middlesex-Monmouth County Line intersecting with Morganville-Gordon's Corner Road (Monmouth County Route 3) and then pass just east of Robertsville.

The freeway would then continue southward through Marlboro Township intersecting with Route 79. About 3 miles east of Freehold Township it would intersect with the Freehold-Eatontown Road (Monmouth County Route 537).

The proposed line then continues south to the northern boundary of the U.S. Naval Reservation at Earle. The route would then turn east bordering the northern limits of the Naval Reservation intersecting with Route 34 in Colts Neck Township and then passing through New Shrewsbury and over the Garden State Parkway to an eastern terminus located at a point south and east of the Parkway interchange 105 where connections to both the Parkway spur to the Eatontown Circle and to the Route 35 Freeway will be provided.

The Federal Government will contribute 50 per cent of the costs of the proposed freeway.

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18 Freeway
HEARING

BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT
1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

RELEASE THURSDAY P.M.'s

1964
RADIOACTIVE FALLOUT PROTECTION

Trenton, January 30 - Starting February 3rd, the New Jersey State Highway Department will begin compulsory instruction for all employees in radioactive fallout protection, as part of the State's Civil Defense education program.

The C-D program is designed to educate all State employees, so that they will know what to do to protect themselves and their families in case of radioactive fallout, whether at work, at home, or on the street.

The course is under the guidance of the New Jersey Department of Education, and each employee will receive an Adult Education Certificate upon completion of the 12 hour course.

In the Highway Department, each employee will be instructed through four three-hour sessions. The instructions will be given to groups of 30 employees each in the Trenton Headquarters building conference room.

In the Department's Newark office a similar program has been arranged through cooperation of other State Departments. Another system of training personnel in the field is being outlined.

The instructions will be given by Highway employees who were selected last fall and received a 15 hour instructor's Training Course given by Civil Defense and the Education Department.

Color films, slides, talks, and other visual aids will be used during the sessions. With small classes, employees will be permitted to ask questions about areas they don't completely understand.

(more)

1964
RADIOACTIVE FALLOUT PROTECTION

Instructors will cover such subjects as what radioactive fallout is; how to avoid panic; how to set up a fallout shelter; what necessities should be stockpiled in the shelter; radiological instrument reading; and national preparedness.

Late in 1961, 720 Highway employees were specially trained as radiological monitors to read fallout at specific locations throughout the State Highway System during emergencies. In such instances they would report their findings to Trenton Highway Headquarters, which would relay the information to Civil Defense Headquarters.

While the 1964 all-employee training program is underway, these monitors will be called to headquarters for refresher courses. The monitors' prior training will count as half of the required course.

The Highway Department Headquarters building, which was established as a fallout shelter by Civil Defense, has been completely stockpiled for emergency operation. The stockpike includes food, water, first aid equipment, sanitary toilets, and radiological reading instruments.

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

RELEASE THURSDAY P.M.'s

1964
LINE PAINTING - ADV
STATEWIDE

Trenton, January 30 - The New Jersey State Highway Department today asked for bids February 20 on three contracts for repainting traffic lines on portions of the highway system throughout the State.

The first of the three contracts will call for two paintings totalling nearly 369 miles of white center lines and lane lines in Bergen, Essex, Hudson, Morris, Passaic, and Union Counties. Twenty-six miles of other white lines marking crosswalks, approaches and "stop" boundaries will be freshened.

Nearly 180 miles of yellow center no passing lines will be painted under the first contract. The yellow lines will be limited to locations where passing or crossing traffic lanes is prohibited. Generally, these lines are the unbroken 4 inch wide barrier lines designating no passing areas for either or both directions of traffic.

Some of the work under the first contract will be performed on Sundays to eliminate traffic slow-ups and hazardous conditions during workdays. In other areas where traffic conditions are more favorable, painting will be allowed on weekdays.

Spring painting will begin on Sunday, March 22 and fall painting on Sunday, October 4. Each operation will be completed within 5 Sundays and 18 weekdays.

Two separate contracts for the northern and southern areas of the State would call for painting lines 4 inches wide along the outer edges of the highways using white paint and glass reflecting beads. The combination greatly increases visibility at night and during fog periods. The reflective lines

(more)

1964
LINE PAINTING - ADV
STATEWIDE

also reduce the accident factor by keeping vehicles within the driving lanes.

Counties covered by the northern contract will include Sussex, Passaic, Bergen, Warren, Morris, Essex, Hudson, Union, Hunterdon, Somerset, and portions of Mercer, Middlesex and Monmouth. A total of nearly 1,303 miles of white lines will be painted within 30 working days beginning July 13.

Counties in the southern contract area will be Atlantic, Burlington, Camden, Cape May, Cumberland, Gloucester, Ocean, Salem, and portions of Mercer, Middlesex, and Monmouth. A total of nearly 1,520 miles of white lines will be painted within 30 working days beginning August 31.

All bids on the 100 per cent State financed project will be reviewed before a contract is awarded.

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64-Maint.

BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT
1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

RELEASE THURSDAY P.M.'s

1964
ROUTE 38 and ROUTE 70
Cherry Hill Township
Camden County
DRAINAGE

Trenton, January 30 - The New Jersey State Highway Department today announced it will receive bids February 20 on a drainage improvement project to relieve flooding conditions on portions of Route 38 and on Route 70 in Camden County.

Flood conditions will be relieved in the area where the Pennsylvania Railroad is carried over Route 38 in Cherry Hill Township by the installation of additional drainage inlets and 1400 linear feet of 48 inch diameter reinforced concrete pipe.

Storm water is presently carried from the area of the railroad underpass along the western edge of the railroad right of way to an outfall about 1400 feet south of Route 38. The 48 inch diameter pipe will be laid along the eastern edge of the railroad right of way and will cross under the railroad to the outfall.

From the area of the bridge which carries the Pennsylvania Railroad over Route 70 in Cherry Hill Township nearly 1200 linear feet of 48 inch diameter corrugated metal sewer pipe will be laid along the western edge of the railroad right of way to carry storm water to an outfall at the Cooper River. Drainage inlets will be built beneath the bridge. The existing 24-inch diameter pipe will be removed.

Work at the Route 70-Haddonfield Road-Grove Street traffic circle in Cherry Hill Township will include added drainage inlets and installation of 1600

(more)

1964
ROUTE 38 and ROUTE 70
Cherry Hill Township
Camden County
DRAINAGE

linear feet of 48 inch diameter reinforced concrete culvert pipe. The pipe will extend from Haddonfield Road across the circle and south along the eastern edge of Grove Street to an outfall at the Cooper River.

Costs of the project, which is expected to take 50 working days to complete, will be paid by the New Jersey State Highway Department. All bids will be reviewed before a contract is awarded.

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38,1E
78,1C
64-N-41

DIVISION OF RAILROAD TRANSPORTATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

Public Information
TUxedo 2-3000

RELEASE
TUESDAY PM's

1964
SUSQUEHANNA RAILROAD

Highway Commissioner Dwight R. G. Palmer stated today that he had received a petition from the New York, Susquehanna & Western Railroad to reduce its passenger service to two round trips per day between Butler and Susquehanna Transfer, N. J. He announced that a public hearing on the application will be held at 9:30 AM, Friday, February 7th, in the State Office Building in Newark.

The Commissioner reviewed the efforts which had been made in the last seven months to preserve and improve Susquehanna service. He recalled that prior thereto the former management of the railroad had sought by every possible means to discontinue all passenger trains, and that it was not until Mr. Irving Maidman became Chairman of the Board that a real effort had been made to attract patronage and build up a declining operation.

Commissioner Palmer outlined the contractual arrangement which had been made with the Susquehanna last July whereby in return for State financial assistance the railroad had increased its service from 6 to 12 trains per day. He said the contract also required the railroad to pursue diligently efforts to extend its trains from its present bus transfer station near North Bergen to a terminal which would provide

easy access to a trans-Hudson carrier for passengers destined to lower Manhattan, such as the Erie-Lackawanna terminal in Hoboken or the Journal Square station of PATH.

According to the Commissioner, the Susquehanna has been unsuccessful up to this time in negotiating acceptable agreements with other railroads necessary to reach such terminals. Though the Susquehanna officials entertain a hope of working out these arrangements, the Commissioner has been informed by the railroad that its precarious financial situation will not permit continued operation of the present number of trains and that an immediate curtailment to four trains must be made.

Commissioner Palmer expressed regret that the railroad considered this action necessary, in view of the cooperative efforts of the State, railroad, municipalities and commuters to stimulate travel in recent months. He said he was hopeful that the public hearing would produce helpful results and urged that all interested parties submit their recommendations.

Paterson
West Paterson
Clifton
BROADWAY
MC BRIDE AVE
GLOVER AVE
SPRUCE ST.
GRAND ST.
MILL ST.
SLATER AVE
ERIE RR
20TH AVE
STATE ST
MADISON AVE
MARKET ST
NYS&W RR
VREELAND AVE
21ST AVE
22ND AVE
23RD AVE
Rte. 80
DL&W RR
MAIN ST
GETTY AVE
MARYLAND AVE
TRENTON AVE
LAKEVIEW AVE
Passaic River Bridge under Construction
Passaic River
20

BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT
1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1964
Interstate Route 80 - BIDS
Paterson
Passaic County

Trenton, Jan. 23 - The New Jersey State Highway Department today announced a low bid of $5,971,496.00 was received from Schiavone Construction Co., Secaucus, on construction of a major viaduct on the Bergen-Passaic Expressway portion of Interstate Route 80 in Passaic County.

Other bidders on the project were: Conduit & Foundation Corp., Phila., Pa., $5,993,814.88; Poirier & McLane Corp., New York City, $6,006,248.46; Franklin Contracting Co., Little Falls, $6,017,261.70; Public Constructors Inc., Blackwood, $6,142,807.02; Brookfield Construction Co., New York City, $6,281,148.83; Ell Dorer Contracting Co., Plainfield, $6,309,719.44; Cayuga Construction Corp., New York City, $6,325,768.12; Hendrickson Bros., Inc., Valley Stream, N.Y., $6,381,876.73 and Mal-Bros Contracting Co., West Caldwell, $6,531,746.10.

The viaduct will carry the Interstate route more than 1,600 feet over the yards of the Erie-Lackawanna Railroad as well as over local streets including Straight Street, Plum Street, Spring Street and 21st Avenue in Paterson.

Two roadways of varying width will be provided on the viaduct, each having four traffic lanes. The bridge will accommodate eastbound and westbound traffic separated by a median barrier curb and flanked by safety walks and concrete parapets surmounted with metal railings.

An overpass bridge for the expressway will be built at Beckwith Avenue and Gray Street.

(more)

1964
Interstate Route 80 - BIDS
Paterson
Passaic County

Work on the viaducts and on the bridge will include electrical installations for roadway lighting as well as underdeck lighting.

The entire portion of the Bergen-Passaic Expressway east of the proposed project and extending to the George Washington Bridge is presently under construction and is expected to be completed by the end of 1964.

West of the proposed project, a 13 mile stretch of the Interstate Route is open between Route 53 in Denville westward to Route 46 in Netcong.

Nearly 4 miles of the Interstate Route is open between Columbia and the Delaware Water Gap in Warren County.

Ninety percent of the costs of Interstate Freeway construction in New Jersey is paid by the Federal Government while the remainder is paid by the State Highway Department. The project is expected to take 400 working days to complete. All bids will be reviewed before a contract is awarded.

80,4M
65-I-10

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FREEHOLD
MANALAPAN
MADISON
MARLBORO
Freehold
MIDDLESEX COUNTY
MONMOUTH COUNTY
SCHANX ROAD
W. MAIN ST.
MANALAPAN AV.
BROCKMORTON ST.
SCHUBANOFF RD.
CRAIG RD.
WAYNESBORO RD.
LAFAYETTE HILL RD.
GORDON'S CORNER
UNION HILL RD.
MARTIN'S CORNER
IRELAND RD.
BILLION BROOK RD.
33
9
18
520

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1964
ROUTE U.S. 9 - BIDS
Freehold Township, Monmouth County
Manalapan Township, Middlesex County

Trenton, January 23 - The New Jersey State Highway Department today announced a low bid of $1,197,791.79 was received from Carlone Construction Company, Chatham for another section of Route U.S. 9 dualization in Middlesex and Monmouth Counties.

Other bidders on the project were: Pardun Contracting Co., North Brunswick, $1,198,276.19; A. Campo, Middletown, $1,213,602.20; George M. Brewster & Son, Bogota, $1,224,517.65; C. H. Winans Co., Roselle, $1,244,100.25; L. Zimmerman & Sons, Inc., Hillside, $1,268,268.14; Michael J. Stavola, Inc., Red Bank, $1,276,293.70; Hess Bros., Inc., Parlin, $1,328,799.24; Franklin Contracting Co., Little Falls, $1,407,328.46.

Presently within the proposed construction area, one lane of Route 9 traffic is carried in each direction, northbound and southbound, on reinforced concrete pavement. A new roadway will be built to carry two lanes of northbound traffic. The existing roadway will be separated from the new by a grass median divider.

During the construction of the new northbound roadway, traffic will remain in the present pattern on the existing roadway. Both directions of traffic will be shifted to the new roadway while the old roadway is being improved.

The old roadway will be resurfaced with bituminous concrete and surface treated shoulders will border the outer edge.

(more)

1964
ROUTE U.S. 9 - BIDS
Freehold Township, Monmouth County
Manalapan Township, Middlesex County

A pair of left turn jug handles will be built at the intersection of the highway with Schibanoff Road permitting traffic from Route 9 to connect with both directions of traffic on the local road or to make a turnaround.

Further north, at the Craig Road intersection, southbound Route 9 traffic will connect to both directions of traffic on the road through a left turn jug handle.

Northbound traffic will connect to Pond Street through a new ramp. Both directions of traffic on Pond Road, which nearly parallels the highway in this area, will connect to Route 9 at a point north of the new ramp while further north, a connection to the northbound lanes of the highway from Pond Road will be built.

A pair of left turn jug handles will be built at the intersection with Ryan Road - Symmes Drive.

Another pair of left turn jug handles will be built at the Taylors Mills Road intersection.

Costs of the project, which will take 160 working days to complete, will be shared equally by the Federal Government and New Jersey. All bids will be reviewed before a contract is awarded.

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9,23B
63-P-4

ROUTE 78
LIMIT OF HEARING
LIMIT OF HEARING
MAPLEWOOD
IRVINGTON
NEWARK
UNION
HILLSIDE
ELIZABETH
KENILWORTH
HARRISON
NEWARK AIRPORT
ESSEX CO.
UNION CO.
HUDSON CO.
ESSEX CO.
SPRINGFIELD
CLINTON
ORANGE
PARKWAY
IRVINGTON
STUYVESANT
SANFORD
PROSPECT
BRIDGEWOOD
MAPLEWOOD
WYOMING
MILLBURN
CHANCELLOR
LYONS
GROVE
BELMONT
HIGH
WASHINGTON
BROAD
MC CARTER HIGHWAY
MULBERRY
LAFAYETTE
WILSON AVE
RAYMOND
BLVD
PASSAIC
JACKSON
BURNET
HALL
MORRIS
VAUX
RAILWAY VALLEY
GARDEN
CHESTNUT
LIBERTY
CONANT
RIVER RD
SALEM
BROAD
NORTH
FRELINGHUYSEN
MC CLELLAN ST
HAYNES AVE
BERGEN
ELIZABETH
LAKE WEEQUAHIC
PENNA
NEW JERSEY TURNPIKE
NEW JERSEY CENTRAL
NORTH CHANNEL
NEWARK BAY
PORT
ELIZABETH
STATE
COLT
ONLY
FREIGHT
WEST
BRANCH
24
22
82
27
21
9

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1964
INTERSTATE ROUTE 78 - HEARING
Newark, Essex County.

Trenton, Jan. 23 - The New Jersey State Highway Department has announced a public hearing will be held Friday, February 21, to discuss the alignment now being considered for a portion of Interstate Route 78 in Newark and Irvington, Essex County, and Hillside, Union County.

The hearing will be held at 10:30 a.m. in the Irvington Moose Home, Washington Avenue, Irvington. Residents of the affected areas as well as other interested parties will have an opportunity to see the State's proposals, to express their views and to make constructive suggestions.

The proposal is the latest of 12 post public hearing alignment variations studied by the Department over the past 3-1/2 years in an effort to establish a route through the Newark area that would be reasonably acceptable to officials on Federal, State, County and Municipal levels whose interests were involved.

The public hearing was originally held July 15, 1960 and the Highway Department's alignment proposals that resulted were twice approved by Federal officials. In each instance, however, subsequent requests for additional studies prevailed. The Department's last alignment modifications, unveiled at a meeting in Governor Hughes' office on July 30, last year, with Newark officials in attendance, were subsequently ruled by the Federal Bureau of Public Roads to be of such proportions as to require that a re-hearing be scheduled.

The alignment shift of the proposed portion of limited access freeway would begin at Chestnut Avenue, Hillside, a short distance south of the Union-Essex County line and follow the Irvington-Newark border line northward, gradually

(more)

NEW JERSEY

Traffic Conditions Report

STATE HIGHWAY DEPARTMENT

Bureau of Public Information
Trenton 25, New Jersey
TUxedo 2-3000

RELEASE FRIDAY JANUARY 24

WEEK OF JANUARY 25 - JANUARY 31

Trenton, Jan. 24 - The New Jersey State Highway Department, as part of a continuing service to the public, today issued a list of locations within the State where road construction and maintenance may cause interferenceto motorists during the week of January 25 - January 31.

Bergen

Route 3, East Rutherford -- Traffic will be guided through the construction area throughout the winter.

Route 80, Township of South Hackensack, Teterboro, City of Hackensack -- Huyler Street between North Street and Wesley Street is closed to traffic. Traffic will be detoured from Huyler Street to Wesley Street to Green Street to North Street and back to Huyler Street.

Route 95, Teaneck -- Fort Lee Road is detoured between Glenwood Avenue and the Overpeck Creek Bridge. Glenwood Avenue is detoured between Fort Lee Road and Cypress Street. The condition is the same as that which prevailed last week and it will continue until paving operations are completed.

Bergen-Passaic

Route 80, Paterson -- Madison Avenue (Paterson) traffic has been detoured to permit the construction of Route 80 underpass. The detour will be in effect for six months.

Camden

Route 30, Lawnside -- Utility company installing sewer lines. Minor delays. No evening or weekend interference.

Route 38, Pennsauken and Cherry Hill Townships -- Slight interference to traffic during roadway widening and the construction of interchanges at Browning Road and Cuthbert Boulevard. Traffic will be guided through the construction area.

Route 130, Pennsauken to Collingswood -- Traffic will be restricted between the hours of 9 a.m. and 4 p.m. daily for the next 2 weeks during widening of roadway under railroad bridges at Westfield Avenue, Pennsauken; Browning Road, Pennsauken and Haddon Avenue, Collingswood.

Route 168, Glendora to Blackwood -- Minor delays during installation of sanitary sewers.

Essex

Route 21, Bellville -- Traffic will be guided through the construction area. The condition will continue through February 1964.

Gloucester

Route 45, Woodbury -- Utility company installing electric and gas utilities. Minor delays. No evening or weekend interference.

(more)

1964
TRAFFIC CONDITIONS REPORT

Gloucester cont'd

Route 45, Mantua, South of Woodbury-- Slight interference during conduit installation on west side of road.

Hudson

Route 3, Secaucus -- Traffic will be guided through the construction area on Route 3 between Tonnele Avenue and the Paterson Plank Road.

Middlesex

Route 18, Borough of New Brunswick -- Upper New Street is closed from Nielson Street to Route 18 until the New Street Bridge is completed.

Route 18, East Brunswick and Madison Townships -- For the remainder of the winter, single lane traffic will be maintained on the southbound roadway at the Main Street ramp area. All other roadways are open. Motorists should exercise caution when moving through areas where shoulders are under construction.

Middlesex-Monmouth

Route 9, Marlboro, Manalapan, Madison -- Slight interference resulting from trucks and construction equipment moving materials throughout the construction area.

Monmouth

Route 35, Middletown -- Minor delays may be expected along Old Kings Highway between Mountain Hill Road and Tindall Road. The condition will continue for 2 months.

Route 36, Keyport, Raritan Township, Union Beach, Keansburg -- Temporary detour road will be in operation at Flat Creek for 6 months during bridge construction. Traffic will be restricted at East Creek and Waackaack Creek during drainage construction. The condition will continue for 1 year.

Somerset

Route 287, Bridgewater Township -- Minor interference may be expected on Route U.S. 202-206 when construction equipment moves around the work site. The condition will continue for 4 months.

Talamini Road bridge and relocated Talamini Road will remain closed while work on the overpass is being completed.

Route 287; Route U.S. 202-206, Bedminster Township -- Caution should be exercised while using the detour between old and new roadways of Route U.S. 202-206.

Union

Route 1, Linden -- Traffic will be reduced to two lanes during construction of turn slots.

Warren

Route 24, Lopatcong, Greenwich, Franklin, Washington -- Intermittent delays may be expected during construction operations from Route 22 to Stewartsville Road and from New Village to Lincoln Avenue.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

RELEASE THURSDAY P.M.'s

1964
BERKSHIRE VALLEY-OAK RIDGE ROAD
ADV
Township of Jefferson
Morris County
Federal Aid Secondary

Trenton, January 23 - The New Jersey State Highway Department today announced it will receive bids February 13 on a Federal Aid Secondary project for the reconstruction of Berkshire Valley-Oak Ridge Road in Morris County.

The 2.27 mile project will extend from Moquis Trail northward in the Township of Jefferson to the Passaic County Line.

Work will consist of excavation of the existing roadway and construction of a new bituminous concrete roadway to carry one lane of traffic in each direction. Traffic lanes will be 12 feet wide and will be bordered on the outer edges by bituminous shoulders 8 feet wide.

The sharp curves in the existing roadway will be smoothed and the peaks and dips reduced to improve visibility for motorists.

At present there are no underground drainage structures. Plans include the installation of adequate drainage facilities for the new roadway.

The new pavement will consist of subbase 6 inches thick, macadam base course 5 inches thick, modified penetration macadam 3 inches thick and a 3 inch bituminous concrete surface.

Shoulders will consist of subbase 9 inches thick, stone base course 6 inches thick and bituminous concrete surface 2 inches thick.

(more)

1964
BERKSHIRE VALLEY-OAK RIDGE ROAD
ADV
Township of Jefferson
Morris County
Federal Aid Secondary

At the northern limit of the project for a distance of nearly 2000 feet where the downgrade toward the Pequannock River is steep, the roadway will be paved for its full width and bordered by vertical curb to assure adequate drainage for storm water.

Costs of the project, which is expected to take 120 working days to complete, will be shared by the Federal Government and Morris County. All bids will be reviewed before a contract is awarded.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

RELEASE THURSDAY P.M.'s

1964
SALE OF BUILDINGS
ESSEX COUNTY

Trenton, January 23 - The New Jersey State Highway Department today invited anyone interested in buying vacant residential and commercial buildings in Essex County to attend a public sale January 30.

A Department auctioneer will offer 14 buildings located in West Orange, Orange, and East Orange, beginning at 11 a.m. The sale will be open to the public, and will be held at 104 South Center Street in Orange.

A Highway Department spokesman explained such public sales are the result of Departmental policy aimed at returning buildings to useful service, and to municipal tax rolls whenever possible, while regaining part of the Department's original purchase price and saving demolition costs.

He added that hundreds of buildings have been saved since the program began in earnest in 1961. During the last 3 years a total of about $253,528 has been regained, and approximately $143,550 saved in demolition costs.

The buildings to be sold January 30 stand in the path of future Interstate Route 280 construction.

In West Orange, the vacant buildings include a three-story, one-family frame dwelling at 66 Mount Pleasant Avenue and a two-story frame dwelling at 37 Northfield Avenue.

A total of 5 residential structures are located in Orange: 92 South Center Street, 103 Parrow Street and 97 Oakwood Avenue.

(more)

1964
SALE OF BUILDINGS
ESSEX COUNTY

Also in Orange, 2 separate concrete and brick-veneer buildings containing stores and apartments at 104 South Center Street and 219 South Street.

Residential dwellings in East Orange are located at 11 Amherst Street, 137 McKinley Avenue, 30 and 33 South Walnut Street, and 11 South Arlington Avenue.

Many of the buildings have garages and other out-buildings which will be sold as separate units.

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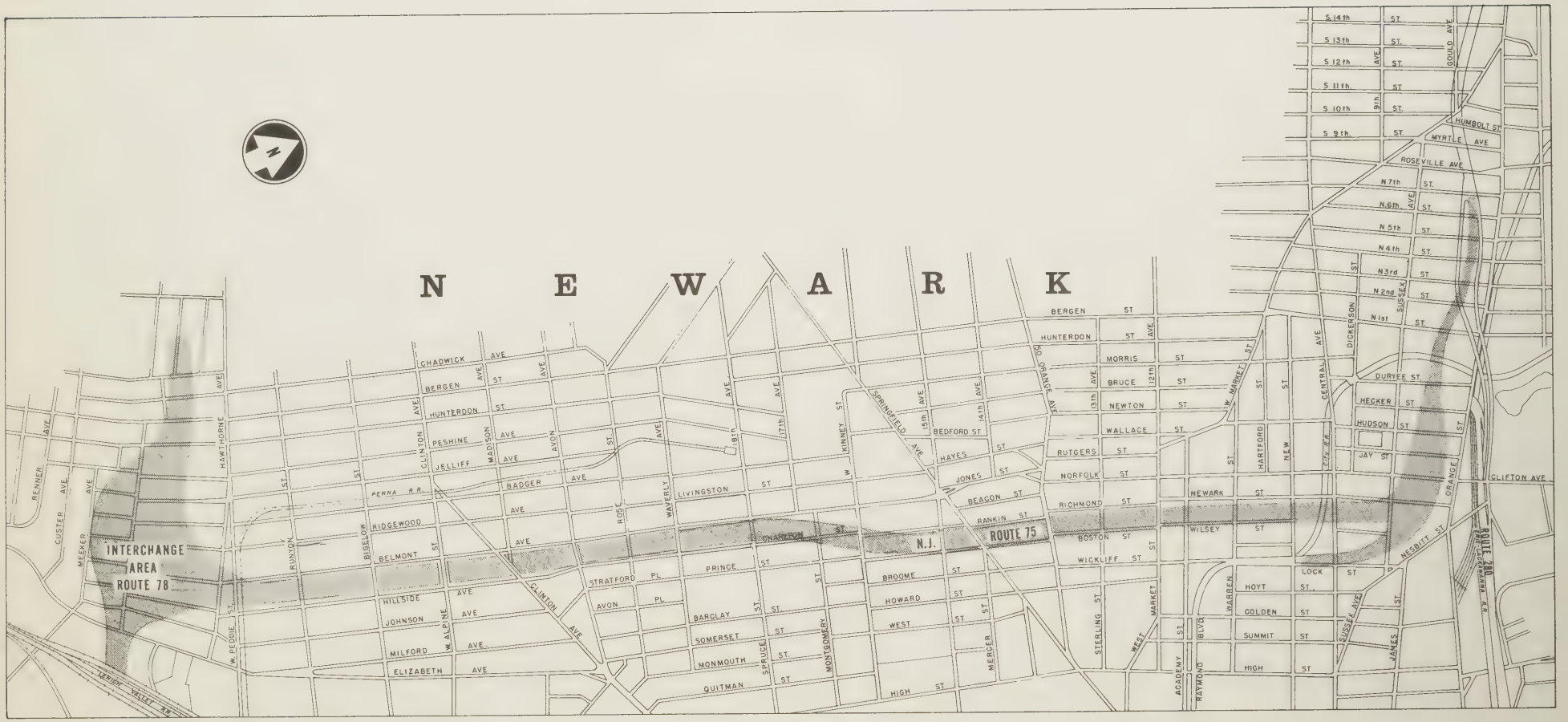
N E W A R K
INTERCHANGE AREA ROUTE 78
ROUTE 75
N.J.
ROUTE 280
PENNA R.R.
CENTRAL R.R.
CITY R.R.
JERSEY VALLEY R.R.
BENNER AVE
CUSTER AVE
MEEKER AVE
W. PEDDIE ST
HAWTHORNE AVE
RUNYON ST
BIGELOW ST
CHADWICK AVE
BERGEN AVE
HUNTERDON ST
PESHINE AVE
JELLIFF AVE
BADGER AVE
RIDGEWOOD AVE
BELMONT AVE
HILLSIDE AVE
JOHNSON AVE
MILFORD AVE
ELIZABETH AVE
CLINTON AVE
MADISON AVE
W. ALPINE AVE
AVON ST
ROSE AVE
WAVERLY AVE
LIVINGSTON ST
STRATFORD PL
AVON PL
PRINCE ST
BARCLAY ST
SOMERSET ST
MONMOUTH ST
QUITMAN ST
SPRUCE ST
MONTGOMERY ST
W. KINNEY ST
CHARLTON ST
SPRINGFIELD AVE
8th AVE
7th AVE
15th AVE
14th AVE
BEDFORD ST
HAYES ST
JONES ST
BEACON ST
RANKIN ST
BROOME ST
HOWARD ST
WEST ST
HIGH ST
MERCER ST
BERGEN ST
HUNTERDON ST
MORRIS ST
BRUCE ST
NEWTON ST
WALLACE ST
RUTGERS ST
NORFOLK ST
RICHMOND ST
BOSTON ST
WICKLIFF ST
STIERLING ST
WEST MARKET ST
ACADEMY ST
RAYMOND BLVD
WARREN ST
HARTFORD ST
NEW ST
NEWARK ST
WILSEY ST
SOUTH ORANGE AVE
13th AVE
12th AVE
W. MARKET ST
CENTRAL AVE
DICKERSON ST
SUSSEX ST
GOULD AVE
9th AVE
S. 14th ST
S. 13th ST
S. 12th ST
S. 11th ST
S. 10th ST
S. 9th ST
HUMBOLT ST
MYRTLE AVE
ROSEVILLE AVE
N. 7th ST
N. 6th ST
N. 5th ST
N. 4th ST
N. 3rd ST
N. 2nd ST
N. 1st ST
DURYEE ST
HECKER ST
HUDSON ST
JAY ST
ORANGE ST
CLIFTON AVE
NESBITT ST
LOCK ST
HOYT ST.
COLDEN ST
SUMMIT ST
HIGH ST
SUSSEX AVE
JONES ST

BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT
1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

RELEASE WEDNESDAY, JANUARY 22

1964
ROUTE 75 - HEARING
Newark
Essex County

Trenton, January 22 - The New Jersey State Highway Department has announced a public hearing will be held February 28 (Friday) to discuss the alignment now being considered for the Route 75 Midtown Connector in Newark, Essex County.

The hearing will be held at 10:30 a.m. in the Council Chamber in Newark City Hall, Newark. Residents of the affected area as well as other interested parties will have an opportunity to see the State's proposals, to express their views and to make constructive suggestions.

State Highway Department engineers will present a proposal for the location of a limited access freeway extending northward from Interstate Route 78 to an intersection with the Essex East-West Freeway portion of Interstate Route 280. The new connector will pass close to an urban redevelopment area.

Design of the connector is closely related to the design of both the Essex East-West Freeway portion of Route 280 and Route 78. Following the Route 75 hearing, engineers will be able to proceed with design work on both Interstate Routes.

The midtown connector is intended to eliminate north-south through traffic from the city streets and to smooth the flow of traffic into and out of Newark. It will be a depressed freeway extending over a distance of about 2.5 miles between the connecting ramps at Interstate Route 280 near Sussex Street to the Interstate Route 78 connecting ramps near Hawthorne Avenue.

(more)

1964
ROUTE 75 - HEARING
Newark
Essex County

Connections to local streets will be provided through frontage roads and ramps at locations selected to best serve traffic needs.

The Federal Government will contribute 50 per cent of the costs of the Connector Route while the State Highway Department will pay the remaining costs.

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75 Connector
With Map

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

RELEASE UPON RECEIPT ON OR
AFTER JANUARY 21

1964
STATE AID - OCEAN COUNTY

Trenton, January 21 - The New Jersey State Highway Department today announced it has allocated $107,000 in State roadbuilding aid to 21 municipalities in Ocean County.

The aid was provided from one of five separate funds which have been authorized by the State Legislature to provide approximately $16 million in aid to the New Jersey counties and municipalities each year.

Under the provisions of this particular aid source (Allotment Fund), the New Jersey State Highway Department annually receives applications from municipalities interested in constructing or reconstructing portions of their road and street systems. Allocations to each municipality requesting aid in this category are then reviewed with an eye to their relative need. Through this fund a total of $100,000 is available annually to municipalities within each county.

The additional $7,000 in aid represents the re-allocation of funds that were in excess of final costs of several previously approved projects.

The amount set aside for each municipality represents the State's 90% share in the total cost of the approved municipal project. Subsequent construction plans are reviewed by the State Highway Department which also provides inspection of materials and inspection of actual construction work.

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NOTE TO EDITORS: Complete projects list is attached.

OCEAN COUNTY

Municipality	Name of Road	Amount
Barnegat Light Borough	E. 9th, W. 9th, W. 14th Streets	$ 3,500
Beach Haven Borough	Dock St., 2nd St., Centre St., etc.	7,000
Beachwood Borough	Wave Street	7,000
Berkeley Township	Pleasant Ave. & portion of Henley Ave.	6,000
Brick Township	Dennis Court-Route 88-Polk Drive	7,000
Dover Township	Windsor Avenue, Section 2	8,000
Eagleswood Township	Project to be determined	3,000
Harvey Cedars Borough	Camden Avenue, 79th Street, etc.	7,000*
Island Heights Borough	Lake Drive	3,000
Jackson Township	Commerce Road	7,000
Lacey Township	Center Street	5,000
Lakewood Township	Cox Avenue	8,000
Lavallette Borough	Brown Avenue, Trenton Avenue, etc.	4,500
Little Egg Harbor Twp.	Tuckerton-Little Beach Road, Section 5	4,000
Long Beach Township	Sunset Terrace	5,000
Manchester Township	Penberton Street, Sections 1 & 2	4,000
Ocean Township	Marine Road, Section 2	4,000
Pine Beach Borough	Merion Ave., Sec. 2, Lincoln Ave., etc.	4,000
Plumbsted Township	Carter Road	2,000
Point Pleasant Borough	Boat Pine Drive, Donna Drive	5,000
Tuckerton Borough	Jarvis Avenue, Leeds Avenue	3,000
		$ 107,000*

*Includes $7,000 from general County balance

BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT
1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

RELEASE FRIDAY P.M.'s

1964
Snow Removal

Trenton, January 17 - The New Jersey State Highway Department today called attention to hazardous driving conditions created by operators of gasoline stations, diners and other commercial establishments who remove snow from their driveways and parking areas and dump it on State highways.

Highway Commissioner Dwight R. G. Palmer said the Department has received several recent complaints regarding mounds of snow on State highways in various parts of New Jersey. Upon investigation, the Commissioner said, it was found that highway crews had worked through the night of January 13 to clear the highways down to the bare pavement. The following day, owners of commercial establishments cleared off their own property and placed the snow back on the highway.

This practice has been observed by many private citizens who have written to the Highway Department complaining about it, the Commissioner added, and has also been noted by Highway Department personnel.

For example, one resident of the Paterson-Clifton area who complained about gasoline stations dumping snow on to the righthand lane of Route 20 wrote, "The driver who rides the righthand lane has difficulty stopping suddenly on the slippery road when he comes upon this obstruction and many times the traffic does not permit him to swing into the next lane." Also, the mound is usually so large that it freezes overnight, and remains a hazard.

(more)

1964
Snow Removal

The Highway Department does not have the funds with which to remove not only all of the snow which falls upon the highway in the first place but also that which falls upon adjacent commercial establishments, the Commissioner said, and it is certainly cause for regret that the hazardous conditions cited in the complaints to the Department result not from an "Act of God," but from acts of commercial establishments.

Police Departments in many communities cooperate with the Highway Department by refusing to permit snow to be dumped upon State highways, but this cooperation does not extend to all communities within the State. As a result, the Commissioner said, the Highway Department intends to propose legislation imposing stiff penalties upon anyone who creates a traffic hazard by obstructing a highway.

The Highway Department has also been concerned for some time with the traffic hazard created by cars left on the highway during a snow storm. If such vehicles are not removed, snow plows must move around them resulting in walls of snow and ice and a dangerous reduction in the capacity of the highway to carry traffic safely.

Some local police departments apparently are unaware of the authority they now possess under Chapter 4, Section 136 of Title 39 R.S. (39:4-136) of the Revised Statutes (the Motor Vehicle Code) to remove vehicles which constitute dangerous obstructions or hazards upon the highways.

The Highway Department believes use of this Statute would go far to remove many of the difficulties which plagued travelers within our State during the recent storm.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

RELEASE UPON RECEIPT ON OR
AFTER JANUARY 17

1964
STATE AID - WARREN COUNTY

Trenton, January 17 - The New Jersey State Highway Department today announced it has allocated $100,000 in State roadbuilding aid to 18 municipalities in Warren County.

The aid was provided from one of five separate funds which have been authorized by the State Legislature to provide approximately $16 million in aid to the New Jersey counties and municipalities each year.

Under the provisions of this particular aid source (Allotment Fund), the New Jersey State Highway Department annually receives applications from municipalities interested in constructing or reconstructing portions of their road and street systems. Allocations to each municipality requesting aid in this category are then reviewed with an eye to their relative need. Through this fund a total of $100,000 is available annually to municipalities within each county.

The amount set aside for each municipality represents the State's 90% share in the total cost of the approved municipal project. Subsequent construction plans are reviewed by the State Highway Department which also provides inspection of materials and inspection of actual construction work.

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NOTE TO EDITORS: Complete project lists are attached.

WARREN COUNTY

Municipality	Name of Road	Amount
Alpha Borough	Central Avenue West, Section 2	$ 8,000
Town of Belvidere	Race Street	5,000
Franklin Township	Good Springs Road, Section 4	5,000
Frelinghuysen Twp.	Johnsonburg-Kerr'sCorner Road, Section 4	10,000
Town of Hackettstown	Stiger Street, Section 2 & Beatty Street	8,000
Harmony Township	River Road	5,000
Hope Township	Hissim Road	10,000
Independence Township	Cat Swamp Road	2,000
Knowlton Township	Stark Road, Section 2	8,000
Liberty Township	West Shore Mountain Lake Road	5,000
Lopatcong Township	Lows Hollow Road	5,000
Mansfield Township	Di Risio Road	8,000
Oxford Township	Mount Pisgah Avenue	3,000
Pahaquarry Township	Flatbrookville-Millbrook Road, Secs. 1 & 2	2,000
Town of Phillipsburg	Green Street, Section 2	2,000
Pohatcong Township	Winters Road	5,000
Washington Borough	Youmans Avenue	7,000
White Township	Hutchinson Road	2,000
	Total - - - -	$ 100,000

NEW JERSEY

Traffic Conditions Report

STATE HIGHWAY DEPARTMENT

Bureau of Public Information
Trenton 25, New Jersey
TUxedo 2-3000

RELEASE FRIDAY JANUARY 17

WEEK OF JANUARY 18 - JANUARY 24

Trenton, Jan. 17 - The New Jersey State Highway Department, as part of a continuing service to the public, today issued a list of locations within the State where road construction and maintenance may cause interference to motorists during the week of January 18 - January 24.

Bergen

Route 80, Township of South Hackensack, Teterboro, City of Hackensack -- Huyler Street between North Street and Wesley Street is closed to traffic. Traffic will be detoured from Huyler Street to Wesley Street to Green Street to North Street and back to Huyler Street.

Route 95, Teaneck -- Fort Lee Road is detoured between Glenwood Avenue and the Overpeck Creek Bridge. Glenwood Avenue is detoured between Fort Lee Road and Cypress Street. The condition is the same as that which prevailed last week and it will continue until paving operations are completed.

Bergen-Passaic

Route 80, Paterson -- Madison Avenue (Paterson) traffic has been detoured to permit the construction of Route 80 underpass. The detour will be in effect for six months.

Camden

Route 38, Pennsauken and Cherry Hill Townships -- Slight interference to traffic during roadway widening and the construction of interchanges at Browning Road and Cuthbert Boulevard. Traffic will be guided through the construction area.

Route 130, Pennsauken to Collingswood -- Traffic will be restricted between the hours of 9 a.m. and 4 p.m. daily for the next 2 weeks during widening of roadway under railroad bridges at Westfield Avenue, Pennsauken; Browning Road, Pennsauken and Haddon Avenue, Collingswood.

Essex

Route 21, Belleville -- Traffic will be guided through the construction area. The condition will continue through February 1964.

Hudson

Route 3, Secaucus -- Traffic will be guided through the construction area on Route 3 between Tonnele Avenue and the Paterson Plank Road.

Middlesex

Route 18, Borough of New Brunswick -- Upper New Street is closed from Nielson Street to Route 18 until the New Street bridge is completed.

(more)

1964
TRAFFIC CONDITIONS REPORT

Middlesex cont'd

Route 18, East Brunswick and Madison Townships -- For the remainder of the winter, single lane traffic will be maintained on the southbound roadway at the Main Street ramp area. All other roadways are open. Motorists should exercise caution when moving through areas where shoulders are under construction.

Middlesex-Monmouth

Route 9, Marlboro, Manalapan, Madison -- Slight interference resulting from trucks and construction equipment moving materials throughout the construction area.

Monmouth

Route 35, Middletown -- Traffic will be restricted along Old Kings Highway and Tindall Road. The condition will continue for 3 months.

Route 36, Keyport, Raritan Township, Union Beach, Keansburg -- Temporary detour road will be in operation at Flat Creek for 6 months during bridge construction. Traffic will be restricted at East Creek and Waackaack Creek during drainage construction. The condition will continue for one year.

Somerset

Route 287, Bridgewater Township -- Minor interference may be expected on Route U.S. 202-206 when construction equipment moves around the work site. The condition will continue for 4 months.

Talamini Road bridge and relocated Talamini Road will remain closed while work on the overpass is being completed.

Route 287; Route U.S. 202-026, Bedminster Township -- Caution should be exercised while using the detour between old and new roadways of Route U.S. 202-206.

Warren

Route 24, Lopatcong, Greenwich, Franklin, Washington -- Intermittent delays may be expected during construction operations from Route 22 to Stewartsville Road and from New Village to Lincoln Avenue.

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BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT
1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

RELEASE UPON RECEIPT

1964
WASHINGTON AVENUE RECONSTRUCTION*
BIDS
Township of Greenbrook
Somerset County
Federal Aid Secondary

Trenton, January 16 - The New Jersey State Highway Department today announced it received a low bid of $192,471.62 from C. H. Winans Co., Roselle on reconstruction of a portion of Washington Avenue in Greenbrook Township, Somerset County, a Federal Aid Secondary project.

Other bidders on the project were: Robert Bossert and Co., Inc., Newark, $209,040.51; Ralph Barone and Sons, Kenilworth, $221,221.22; Middlesex Concrete Products & Excavating Corp., Woodbridge, $222,883.55; Hess Bros., Inc., Parlin, $225,597.20; J. F. Chapman and Son, Inc., Hillside, $225,727.81; Pardun Contracting Co., Inc., North Brunswick, $234,136.65; Kingston Bituminous Products Co., Kingston, $238,616.25; Jannarone Engineering Co., Matawan, $240,823.97; Franklin Contracting Co., Little Falls, $243,021.75; Halecrest Co., Metuchen, $253,146.42; Schiavone Construction Co., Inc., Secaucus, $275,340.14.

Work on the 0.39 mile portion of Washington Avenue extending southward from Route 22 to Green Brook will consist of excavation of the existing roadway and construction of a completely new roadway.

At present, Washington Avenue in this location is about 24 feet wide and carries one lane of traffic in each direction on bituminous concrete pavement which is now in poor condition.

(more)

1964
WASHINGTON AVENUE RECONSTRUCTION-
BIDS
Township of Greenbrook
Somerset County
Federal Aid Secondary

The new roadway will be about 48 feet wide and will carry two lanes of traffic in each direction, northbound and southbound on a bituminous concrete surface.

A traffic signal system will be installed at the intersection of Washington Avenue and Green Brook Road.

The bridge carrying Washington Avenue over the branch of Green Brook will be replaced with a new structure.

Costs of the project, which is expected to take 90 working days to complete will be shared by the Federal Government and Somerset County. All bids will be reviewed before a contract is awarded.

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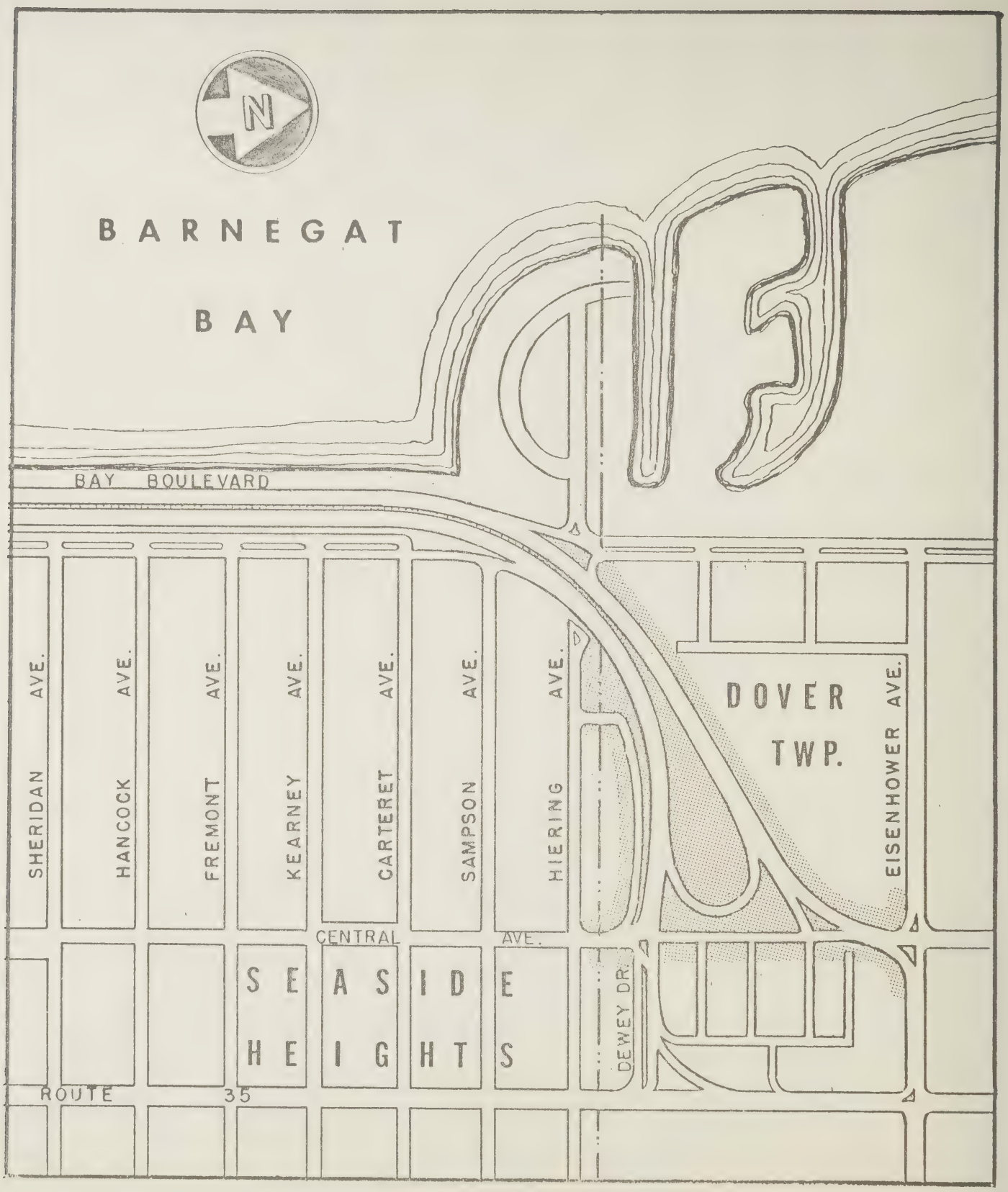
Washington Avenue
FAS SU-234-(2)


N
BARNEGAT
BAY
BAY BOULEVARD
SHERIDAN AVE.
HANCOCK AVE.
FREMONT AVE.
KEARNEY AVE.
CARTERET AVE.
SAMPSON AVE.
HIERING AVE.
DOVER
TWP.
EISENHOWER AVE.
CENTRAL AVE.
SEASIDE
HEIGHTS
DEWEY DR.
ROUTE 35

BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT
1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1964
Route 35 - BIDS
Dover Township
Ocean County

Trenton, Jan. 16 - The New Jersey State Highway Department today announced it received a low bid of $43,984.50 from Harris Bros., Belmar, for an intersection revision on Route 35 between Eisenhower Avenue and Dewey Drive in Dover Township, Ocean County.

The only other bidder on the project was Central Construction Co., Clark, $50,302.00.

The proposed improvements will not only ease the movement and distribution of traffic traveling on the southbound roadway of Route 35 into Seaside Heights, but will also provide motorists traveling on the northbound roadway of Route 35 through Seaside Heights with easier access to local beaches and boatyards.

To ease movement of traffic through the portion of Central Avenue within the project, the existing turnoff from the Route 35 southbound roadway which leads into Central Avenue through the Marlin Drive intersection will be given a smoother alignment and will also be widened. Motorists will still be able to enter Central Avenue, southbound and to turn left into Marlin Drive, eastbound from the revised turnoff.

At present, the portion of Central Avenue between Marlin Drive and Route 35 northbound is 30 feet wide from curb to curb and terminates at its southern limit in a cul-de-sac or deadend. Proposed changes include widening of this portion of Central Avenue to 48 feet and the opening of the cul-de-sac, permitting traffic to make connections to northbound Route 35 and Central Avenue, southbound.

(more)

1964
Route 35 - BIDS
Dover Township
Monmouth County

At the intersection of the northbound Route 35 roadway and Dewey Drive with Central Avenue, an island revision will be made to permit access to southbound Central Avenue from the revised portion of Central Avenue between Marlin Drive and northbound Route 35. Traffic signals will be installed at this intersection.

Traffic entering Dewey Drive (East) from Central Avenue, northbound will be able to enter northbound Route 35 directly without having to travel the length of Dewey Drive (East) to the intersection with old Route 35.

The existing U-turn from Route 35, southbound to northbound, located about 800 feet south of Eisenhower Avenue will be eliminated. A new U-turn will be built in the same location permitting Route 35 northbound traffic to reach the southbound roadway thus providing easier access to local beaches and boatyards.

At the intersection of Route 35, southbound roadway with Bay Boulevard in Seaside Heights a connection will be built which permits traffic to enter northbound Bay Boulevard from Route 35.

Thd revised roadways will consist of a subbase six inches thick, a bituminous stabilized base course six inches thick and a bituminous concrete surface three inches thick. White concrete vertical curb will be built throughout the project.

Cost of the project, which will take about 30 working days to complete, will be paid entirely by the State Highway Department.

35,2B
63-N-51

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

RELEASE UPON RECEIPT

1964
ROUTE 29 FREEWAY - BIDS
City of Trenton
Mercer County

Trenton, January 16 - The New Jersey State Highway Department today announced it received a low bid of $38,319.74 from N.J. Electric Co., Trenton on a highway lighting project on Route 29 Freeway in Mercer County.

Other bidders on the project were: Gerald Electric Construction Co., Inc., Almonesson, $40,159.60; Delta Line Construction Co., Pleasantville, $40,556.05; Lightning Electric Co., Millburn, $44,547.60; Southern Electrical Contractors, Inc., Trenton, $48,615.70.

Work will be performed on a 0.4 mile portion of the freeway which is presently under construction between Calhoun Street and South Willow Street in the City of Trenton.

The roadways of the freeway will be illuminated by fifty mercury vapor luminaires mounted on aluminum poles. Work will include the installation of electrical metering and distribution facilities.

Costs of the project, which is expected to be completed by May 15, 1964, will be paid by the Federal Government and the State Highway Department. All bids will be reviewed before a contract is awarded.

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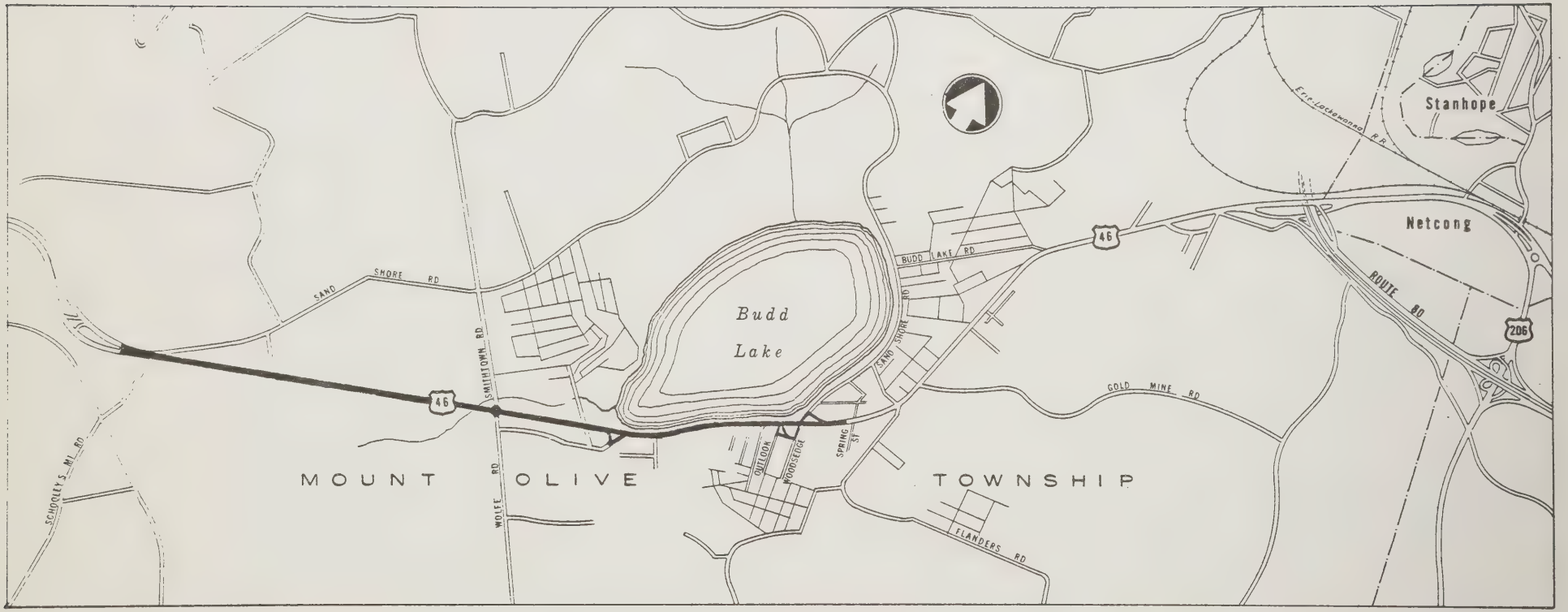
29, Sec. 12
Highway Lighting
62-P-9


Stanhope
Netcong
Erie-Lackawanna R.R.
ROUTE 80
206
46
BUDD LAKE RD
SAND SHORE RD
Budd
Lake
GOLD MINE RD
SMITHTOWN RD
WOLFE RD
SCHOLLY'S MT. RD
OUTLOOK
WOODSEDGE
SPRING ST
FLANDERS RD
MOUNT OLIVE TOWNSHIP

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1964
Route 46 - BIDS
Mount Olive Township
Morris County

Trenton, Jan. 16 - The New Jersey State Highway Department today announced it received a low bid of $1,248,496.98 from Sam Braen Construction Co., Wyckoff, for improvement of a portion of Route 46 in the Budd Lake area of Morris County.

Other bidders on the project were: Hess Bros., Inc., Parlin, $1,256,250.99; Franklin Contracting Co., Little Falls, $1,297,155.52; Geo. M. Brewster and Son, Inc., Bogota, $1,298,628.90; Ufiel Construction Co., Inc., New Milford, $1,299,118.07; Conduit and Foundation Corp., Phila., Pa., $1,309,290.13; D. Stamato and Co., Inc., Saddle Brook, $1,345,297.40 and Mal-Bros Contracting Co., West Caldwell, $1,494,502.39.

The 2.9 mile project, which will consist of widening and resurfacing the existing roadway, stretches from a dualized portion of the route at Drakestown to Spring Street in Mount Olive Township.

At present, one lane of traffic is carried in each direction, eastbound and westbound, on a 20 foot wide roadway having a bituminous concrete surface on a reinforced concrete base. Bituminous surfaced shoulders flank the roadway on each side.

The roadway will be widened to 46 feet and carry two lanes of traffic in each direction on a bituminous concrete surface.

The portion of the roadway adjacent to Budd Lake will be bordered on both sides by bituminous concrete shoulders for the convenience of traffic.

(more)

1964
Route 46 - BIDS
Mount Olive Township
Morris County

At the intersection of the highway with Woodsedge Avenue and the Shore Road, a pair of jug handles will be built enabling traffic from the highway as well as from local roads to cross the highway safely. Traffic signals will be installed at this intersection.

Costs of the project, which will be completed by about December 1, 1964, will be paid entirely by the State Highway Department. All bids will be reviewed before a contract is awarded.

46,5A
62-N-36

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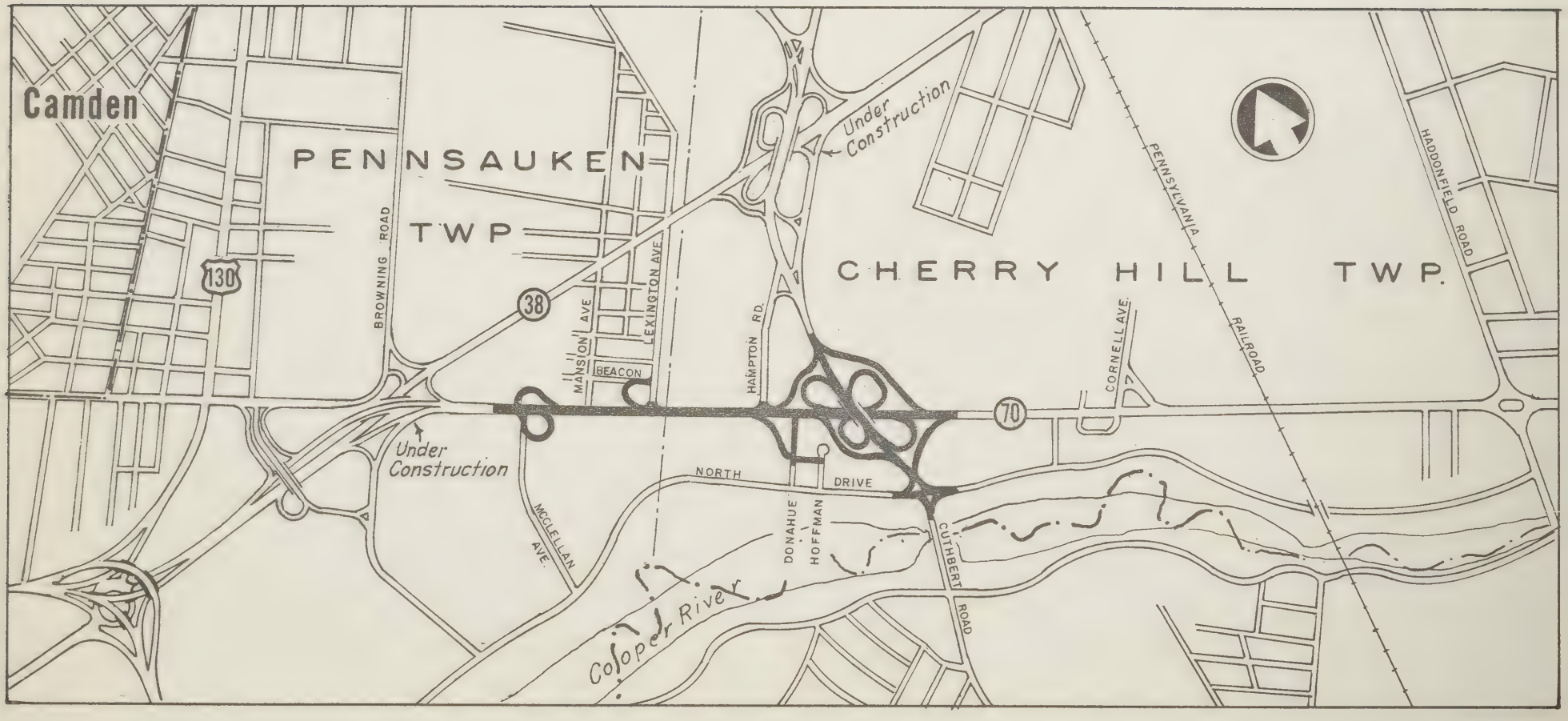
Camden
PENNSAUKEN
TWP
CHERRY HILL TWP.
130
38
70
BROWNING ROAD
MANSION AVE
BEACON
LEXINGTON AVE
HAMPTON RD.
Under Construction
Under Construction
PENNSYLVANIA RAILROAD
CORNELL AVE.
HADDONFIELD ROAD
NORTH DRIVE
DONAHUE
HOFFMAN
CUTHBERT ROAD
MCCLELLAN AVE.
Cooper River

BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT
1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

RELEASE THURSDAY P.M.'s

1964
ROUTE 70 - ADV.
Pennsauken Township
Cherry Hill Township
Camden County

Trenton, Jan. 16 - The New Jersey State Highway Department today announced it will receive bids February 6 on a Route 70 improvement project in Camden County.

Work will be performed on nearly one mile of the Route extending from west of Browning Road in Pennsauken Township eastward to Cuthbert Boulevard in Cherry Hill Township.

Traffic congestion on the highway, particularly during the racing season at Garden State Park, has created the need to improve Route 70 in this area. The proposed improvements will tie-in with other improvement work now under way in the same area on Route 38 which will improve traffic movement and increase traffic safety.

Route 70, within the proposed project limits, presently carries two lanes of traffic in each direction, eastbound and westbound on roadways consisting of reinforced concrete pavement twenty feet wide separated by a grass median divider. When work is completed, the roadways will be 38 feet wide and will carry two lanes of traffic in each direction on bituminous concrete surfaces separated by a grass median. The new roadways will be bordered on the inner and outer edges by white concrete vertical curb.

A pair of left turn jughandles will be built at McClellan Avenue to enable both directions of traffic on Route 70 to enter McClellan Avenue or to make

(more)

a U-turnaround. The bridge carrying Route 70 over Chandler's Run will be extended to provide for addition of the jughandle for westbound traffic.

At Lexington Avenue, westbound Route 70 traffic will use a new left turn jughandle enabling traffic to reach Lexington Avenue through Beacon Avenue.

New ramps will connect eastbound Route 70 traffic to Donahue Avenue. An east-west access road will connect Donahue Avenue to Hoffman Avenue.

At Cuthbert Boulevard, a complete interchange and grade separation will be constructed enabling all directions of traffic on Route 70 and on the Boulevard to connect freely and safely. A portion of Cuthbert Boulevard within the interchange area will be relocated westward as part of the construction. The intersection of Cuthbert Boulevard with North Drive will be improved.

A new bridge will be built to carry Cuthbert Boulevard over the highway in the interchange area. Another new bridge in the interchange area will carry Route 70 over a branch of the Cooper River.

Existing openings in the center island divider of Route 70 will be closed.

The relocated portion of Cuthbert Boulevard will consist of two roadways each carrying three lanes of traffic, northbound and southbound, on pavement consisting of subbase 12 inches thick, bituminous stabilized base course 6 inches thick and a bituminous concrete surface three inches thick bordered by white concrete vertical curb. The roadways will be separated by a concrete island median.

(more)

1964
Route 70 - ADV
Pennsauken Township
Cherry Hill Township
Camden County

Donahue Avenue and the access road between Donahue Avenue and Hoffman Avenue will carry one lane of traffic in each direction on a bituminous concrete surface.

Lexington Avenue will carry two lanes of traffic in each direction on a rebuilt roadway having a bituminous concrete surface bordered by white concrete vertical curb. Southbound traffic will enter Route 70 at the intersection while westbound Route 70 traffic will reach Lexington Avenue through the proposed jughandle.

Connecting ramps at the jughandles and interchanges will consist of a twelve inch thickness of subbase, a six inch thickness of bituminous stabilized base course and a three inch thickness of bituminous concrete pavement bordered by white concrete vertical curb.

Work will be performed in stages to permit minimum interference to traffic during construction operations.

Costs of the project, which is expected to take 200 working days to complete, will be paid entirely by the State Highway Department. All bids will be reviewed before a contract is awarded.

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70,1B
62-N-38

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

RELEASE THURSDAY P.M.'s

1964
INTERSTATE ROUTE 80 - ADV
Signs
Bergen County

Trenton, January 16 - The New Jersey State Highway Department today announced bids will be received February 6 on a project for the manufacture and erection of several tupes of permanent directional signs on a section of the Interstate Route 80 portion of the Bergen-Passaic Expressway in Bergen County.

Bids received by the Department last year were rejected because they were considered too high.

Directional sign installations will be made on the interstate route where highway construction is presently underway between Route 17 and the Hackensack River in Hackensack, Teterboro and South Hackensack.

A total of 293 signs of all types and sizes will be erected in required locations. Sixteen sign bridges will be erected as well as overhead signs and roadside signs.

Supports for the larger signs will be of aluminum bolted to reinforced concrete foundations.

The familiar reflectorized white on green material will be used in the manufacture of the signs.

Ninety per cent of the costs of the project, which is expected to be completed by October 15, 1964 will be paid by the Federal Government. The State Highway Department will pay the remainder. All bids will be reviewed before a contract is awarded.

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80,5Y
63-I-24.

BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT
1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

RELEASE THURSDAY P.M.'s

1964
SALE OF BUILDINGS
Route 24 Freeway and
Interstate Route 78
Morris, Somerset Counties

Trenton, Jan. 16 - The New Jersey State Highway Department today announced it will hold two public sales of vacant houses January 21 and 23 in Morris and Somerset Counties.

The houses stand on land which is needed to construct the future Route 24 Freeway in Florham Park, Morris County and Interstate Route 78 in Warren Township, Somerset County.

A Highway Department spokesman said the houses, if sold, could be returned to useful service by moving them out of the path of the highways. He added that hundreds of homes already have been saved through similar sales held in recent years.

On January 21 at 2 p.m. the Department auctioneer will offer for public bids a house located at 22 Park Avenue in Hanover Township. It is a six-room, split-level, one-family frame dwelling with a one-car built-in garage, and a two-car detached garage.

On January 23, at 11 a.m. a one-story frame dwelling located on the east side of Martinsville Road about 300 feet north of Mountainview Road in Warren Township will be put up for competitive bidding.

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